

CALIFORNIA COASTAL COMMISSION

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February 21, 2013

TO: Commissioners and Interested Persons

FROM: Sherilyn Sarb, Deputy Director, San Diego Coast District
Deborah Lee, District Manager, San Diego Coast District
Kanani Brown, Coastal Program Analyst, San Diego Coast District

SUBJECT: Staff Recommendation on City of San Diego Local Coastal Program Amendment No. SAN-MAJ-5-11A (Airport Land Use Compatibility Plan Implementation Plan) for Commission Meeting of March 7, 2013

SYNOPSIS

The City of San Diego submitted Local Coastal Program (LCP) Amendment 5-11A to the Commission on December 2, 2011. The subject amendment was deemed complete and filed on March 26, 2012. Pursuant to Section 30512 of the Coastal Act and California Code of Regulations, Title 14, Section 13522, an amendment to the certified LCP that combines changes to the Land Use Plan (LUP) and Implementation Plan (IP) must be scheduled for a public hearing and the Commission must take action within 90 days of a complete submittal. However, pursuant to Section 30517 of the Coastal Act and Section 13535(c) of the California Code of Regulations, the time limit for this amendment was extended for one year at the May 9, 2012 Commission hearing. As such, the last date for Commission action on this item is June 24, 2013. This report addresses only one part of the submittal; a separate report on the second part (LCPA No. SAN-MAJ-5-11B) of the original submittal, regarding changes to the City's Land Development Code (LDC) constituting its 7th Update, shall be prepared for a future hearing.

SUMMARY OF AMENDMENT REQUEST

The City of San Diego is requesting an amendment to the LUP and IP portions of its certified LCP in order to create a new airport related overlay zone applicable to all property in proximity to the MCAS Miramar, Montgomery Field, Brown Field, and Gillespie Field airports. As part of the subject amendment request, the City proposes to: 1) amend the Mira Mesa Community Plan, University Community Plan, Torrey Pines Community Plan, and Torrey Hills Community Plan to reflect updated terminology and airport related references, including the new Airport Land Use Compatibility Overlay Zone (ALUCOZ); 2) amend its Land Development Code to create the new overlay zone (ALUCOZ); and 3) remove Airport Environs Overlay Zone (AEOZ) and apply new overlay zone (ALUCOZ) to all property located within airport influence areas for MCAS Miramar, Brown Field, Montgomery Field, and Gillespie Field airports.

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The proposed LCP amendment would promote compatibility between airports and the land uses that are in proximity to them. In addition, each community plan, as proposed to be amended, provides general compatibility policies (e.g., noise, safety, airspace protection, overflight) and criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to property owners in their design of new development.

The proposed ALUCOZ would serve as the Airport Land Use Compatibility Plan (ALUCP) Implementation Plan and allow the City to retain land use authority over compatibility reviews of proposed development in designated airport influence areas (AIAs). Two review areas compose each airport's designated AIA: Review Area 1, located directly adjacent to an airport, is comprised of noise contours, safety zones, airspace protection surfaces, and overflight areas, while Review Area 2, located adjacent to Review Area 1, is comprised of airspace protection surfaces and overflight areas (see Exhibits 2-4). Within Review Area 1, the proposed overlay zone would establish additional compatibility criteria that could limit the intensity and density of new development already allowed by the applicable base zone and overlay zones; require sound attenuation for compatibility with associated aircraft noise; and limit structure height as necessary to maintain airspace protection surfaces in accordance with federal law. Additionally, the proposed ALUCOZ would identify areas appropriate for infill development in accordance with the overlay zone. Within Review Area 2, the proposed overlay zone would primarily establish noticing requirements.

The proposed amendment has a limited jurisdictional effect on the City's certified LCP, as the majority of land subject to it is not within the City of San Diego's certified LCP jurisdiction area. Gillespie Field and its AIA are not located within the coastal zone. Montgomery Field airport is located within the University and Mira Mesa community plan boundaries which are part of the City's certified LCP; however, Montgomery Field's AIA is not located within the coastal zone (Exhibit 3). Brown Field airport is located within the Tijuana River Valley, San Ysidro, and Otay Mesa-Nestor community plan boundaries; however, only a small portion of Review Area 2 is within the coastal zone (Exhibit 4). MCAS Miramar and its AIA are located within several community plan boundaries in the coastal zone, including Torrey Pines, Torrey Hills, La Jolla, Carmel Valley, Del Mar Mesa, Los Penasquitos Canyon Preserve, Mira Mesa, and University; however, only four communities (Mira Mesa, University, Torrey Pines, Torrey Hills) are within Review Area 1 and require LUP amendments (Exhibit 2).

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending approval of the City of San Diego's proposed amendments to the applicable LUPs (Mira Mesa Community Plan, University Community Plan, Torrey Pines Community Plan, Torrey Hills Community Plan) and IP (Land Development Code) portions of its certified LCP as submitted. The proposed LCP amendment is consistent with the Chapter Three policies of the Coastal Act.

Additionally, the City's stated purpose of the proposed LCP amendment is to comply with state law governing land use policies and standards near airports. Upon effective certification, City staff states that its zoning code, Land Development Code (LDC), and land use plans will comply with the ALUCPs approved by the San Diego County Regional Airport Authority (SDCRAA) in 2008 and 2010. Further, the establishment of the proposed ALUCOZ would allow the City to assume land use authority over compatibility reviews. Currently, the SDCRAA acts as the region's Airport Land Use Commission (ALUC); and permit applications within the airport influence areas for MCAS Miramar, Brown Field, Montgomery Field, and Gillespie Field must be reviewed by SDCRAA for consistency with its ALUCP prior to final action by the City.

Neither the proposed amendment to the community plans nor the ALUCP Implementation Plan have the potential to adversely impact coastal resources; rather, policies are based upon airport-related factors such as noise, safety, airspace protection, and overflight. Policies within the community plans and ALUCP Implementation Plan address potential airport compatibility impacts related to four specific airport-related factors: 1) noise – exposure to aircraft noise; 2) safety – land use factors that affect safety both for people on the ground and the occupants of aircraft; 3) airspace protection – protection of airport airspace; and 4) overflight – annoyance and other general concerns related to aircraft overflights. The imposition of the proposed compatibility criteria did not precipitate land use changes; rather, the criteria could limit the density, intensity, and height of new development already allowed by the applicable base zone and overlay zones, for safety purposes.

The appropriate resolutions and motions begin on Page 7. The findings for approval of the Land Use Plan amendments as submitted begin on Page 9. The findings for approval of the Local Implementation Program amendment as submitted begin on Page 11.

BACKGROUND

For purposes of developing an LCP, the City of San Diego's coastal zone was divided into twelve segments, each with its own LUP. In the case of the North City LCP segment, the area included several distinct communities that were in various stages of planning and build out. Mira Mesa, University, Torrey Pines, and Torrey Hills are four of the "subareas" of the North City segment located directly adjacent to MCAS Miramar within Review Area 1, where this amendment would apply and LUP amendments are necessary. Communities within the Tijuana River Valley and Otay Mesa-Nestor LCP segments are located within Review Area 2 of Brown Field Airport's airport influence area and would also be subject to the proposed overlay zone; however, the City chose not to amend these community plans.

The City's first Implementation Program (IP) was certified in 1988, and the City assumed permit authority shortly thereafter. The IP consisted of portions of the City's Municipal Code, along with a number of Planned District Ordinances (PDOs) and Council Policies. Late in 1999, the Commission effectively certified the City's Land Development Code (LDC) that includes Chapters 11 through 14 of the Municipal Code. It replaces the first

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IP in its entirety and went into effect in the coastal zone on January 1, 2000. The Commission has processed many amendments to the LCP since 2000; most of these have been certified, some as submitted and some with suggested modification.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP Amendment No. SAN-MAJ-5-11A may be obtained from Kanani Brown, Coastal Program Analyst, at (619) 767-2370.

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EXHIBITS

Exhibit 1.	Vicinity Map
Exhibit 2.	MCAS Miramar Map
Exhibit 3.	Montgomery Field Map
Exhibit 4.	Brown Field Map
Exhibit 5.	Amendment to Mira Mesa Community Plan
Exhibit 6.	Amendment to Torrey Hills Community Plan
Exhibit 7.	Amendment to Torrey Pines Community Plan
Exhibit 8.	Amendment to University Community Plan
Exhibit 9.	2011 Amendment to LDC
Exhibit 10.	2012 Amendment to LDC

I. OVERVIEW

A. LOCAL COASTAL PROGRAM HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the Local Coastal Program (LCP) process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November 1996.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its Coastal Zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed a significant number of both land use plan revisions and ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of and conforms to Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present. (14 CCR § 13542.)

In those cases when a local government approves implementing ordinances in association with a land use plan amendment and both are submitted to the Commission for certification as part of one LCP amendment, pursuant to Section 13542(c) of the Commission's regulations, the standard of review of the implementing actions shall be the land use plan most recently certified by the Commission. Thus, if the proposed land use plan amendment is conditionally certified subject to local government acceptance of any suggested modifications, the standard of review shall be the conditionally certified land use plan.

C. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires local governments to provide the public with maximum opportunities to participate in the development of the LCP amendment prior to its submittal to the Commission for review. The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

II. LOCAL COASTAL PROGRAM MOTIONS AND RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and the staff recommendation are provided prior to each resolution.

A. CERTIFICATION OF THE LAND USE PLAN AMENDMENT AS SUBMITTED

MOTION I: *I move that the Commission certify Land Use Plan Amendment No. 5-11A as submitted by the City of San Diego.*

STAFF RECOMMENDATION TO CERTIFY:

Staff recommends a **YES** vote. Passage of the motion will result in certification of the land use plan as submitted and adoption of the following resolution and findings. The motion to certify as submitted passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN AMENDMENT:

The Commission hereby certifies the Land Use Plan Amendment No. 5-11A as submitted by the City of San Diego and adopts the findings set forth below on the grounds that the land use plan will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the land use plan amendment may have on the environment.

B. CERTIFICATION OF THE LOCAL IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED

MOTION II: *I move that the Commission reject the Implementation Program for the City of San Diego as submitted.*

STAFF RECOMMENDATION OF CERTIFICATION AS SUBMITTED:

Staff recommends a **NO** vote. Failure of this motion will result in certification of the Implementation Program Amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY IMPLEMENTATION PROGRAM AS SUBMITTED:

The Commission hereby certifies the Implementation Program for the City of San Diego as submitted and adopts the findings set forth below on grounds that the Implementation Program Amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan as amended, and certification of the Implementation Program will meet the requirements of the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program on the environment,

or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program Amendment.

III. FINDINGS FOR APPROVAL OF THE LAND USE PLAN AMENDMENT AS SUBMITTED

A. AMENDMENT DESCRIPTION

The City of San Diego is requesting amendments to the LUP portions of its certified LCP, including modifications to the Mira Mesa Community Plan, Torrey Pines Community Plan, Torrey Hills Community Plan, and University Community Plan. The changes are minor; however, they are necessary to reflect updated terminology and airport related references, specifically the proposed ALUCOZ. In these four community plans, all policy language and maps referencing the former “Naval Air Station” have been deleted and updated to “Marine Corps Air Station.” There are no changes to existing land use designations or land use plan policies in any of the amended plans.

B. CONFORMITY OF THE LAND USE PLAN WITH CHAPTER 3

The standard of review for the proposed LUP portion of the subject LCP amendment is whether it is consistent with the Chapter Three policies of the Coastal Act.

The proposed LUP amendment would amend four community plans, including Mira Mesa, University, Torrey Pines, and Torrey Hills, to update airport-related terminology, as well as reference the associated Airport Land Use Compatibility Plan (ALUCP) and the ALUCOZ governing new development within the Airport Influence Areas (AIAs). The development policies of the Coastal Act require new development to be located in existing developed areas and protect coastal resources. Section 30250 of the Coastal Act states:

New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

The proposed amendment would amend the community plans of the four communities within the City of San Diego that fall into Review Area 1 of the Airport Influence Area of MCAS Miramar airport to include references to the Airport Land Use Compatibility Plan and the proposed Airport Land Use Compatibility Overlay Zone. Review Area 1 is comprised of noise contours, safety zones, airspace protection surfaces, and overflight areas, while Review Area 2 is comprised of airspace protection surfaces and overflight areas. The community plans have been amended to include the following description:

The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

Although the community plans do not contain the specific land use compatibility policies, they provide references to external documents that do so, including the City's General Plan and the ALUCPs adopted by the Airport Authority for each airport.

The communities within the coastal zone that fall within Review Area 1 (Mira Mesa, Torrey Pines, Torrey Hills, University) are urbanized areas and the proposed LUP amendments would not modify or significantly impact the existing development pattern. As discussed previously, no land use changes are being proposed; as such, priority land uses under the Coastal Act, including public recreation facilities and open space, will be maintained.

The proposed amendment to the community plans does not have the potential to adversely impact coastal resources; rather, policies are based upon airport-related factors such as noise, safety, airspace protection, and overflight. As mandated by state law, the responsibility of the ALUC is "to provide for the orderly development of airports" and "to prevent the creation of new noise and safety problems." (Public Utilities Code, section 21670.) To meet these objectives, the policies referenced within the community plans address potential airport compatibility impacts related to four specific airport-related factors: 1) noise – exposure to aircraft noise; 2) safety – land use factors that affect safety both for people on the ground and the occupants of aircraft; 3) airspace protection – protection of airport airspace; and 4) overflight – annoyance and other general concerns related to aircraft overflights. The addition of the proposed compatibility criteria did not precipitate land use or land use policy changes; rather, the criteria could limit the density, intensity, and height of new development already allowed by the applicable base zone and overlay zones, for safety purposes. These limitations are no different than limits imposed for resource protection in any land use category. Additionally, these limitations do not affect other pertinent land use policies that address coastal resource protection. For example, if a project is consistent with relevant airport land use policies but is inconsistent with resource protection policies, the project cannot move forward as proposed. Further, although compatibility criteria are proposed in urbanized/infill areas that are committed to development consistent with Section 30250 of the Coastal Act, the scope of the amendments is still narrow given the small

geographic extent of the AIAs (Exhibit 2). The Commission therefore finds that the proposed LUP revisions of the subject LCP amendment are consistent with the Chapter Three policies of the Coastal Act and can be approved as submitted. Yes, still remain in place and would have to meet both.

IV. FINDINGS FOR APPROVAL OF THE LOCAL IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED

A. AMENDMENT DESCRIPTION

The City of San Diego is requesting an amendment to the IP portion of its certified LCP in order to create a new airport related overlay zone applicable to all property in proximity to MCAS Miramar, Brown Field, and Montgomery Field airports. To create this Airport Land Use Compatibility Overlay Zone (ALUCOZ), the City proposes to amend Chapters 11, 12, 13, and 15 of the City's Land Development Code, as well as any associated maps. The proposed overlay zone defines parameters for development within the ALUCOZ and would further limit development permitted in Review Area 1 in accordance with the underlying base zones.

Portions of the proposed ALUCOZ would be located within the following community plan areas in the coastal zone: Carmel Valley, Del Mar Mesa, La Jolla, Los Penasquitos Canyon Preserve, Mira Mesa, Tijuana River Valley, Torrey Hills, Torrey Pines, and University. The subject amendment request includes the rezoning of the aforementioned communities from Airport Environs Overlay Zone (AEOZ) to ALUCOZ; however, the existing AEOZ would remain applicable to areas surrounding the San Diego International Airport.

B. FINDINGS FOR APPROVAL

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

1. Purpose and Intent of the Ordinance

The primary objective of the proposed LCP amendment is to allow the City to retain land use authority over compatibility reviews in the ALUCOZ, in accordance with state and federal law. The San Diego County Regional Airport Authority (SDCRAA) presently serves as the region's Airport Land Use Commission (ALUC) and is required to adopt Airport Land Use Compatibility Plans (ALUCPs) for all military and public airports within the County. The Airport Authority adopted MCAS-Miramar ALUCP on October 2, 2008; and adopted ALUCPs for Brown Field, and Montgomery Field on January 25, 2010.

State law requires each local entity having jurisdiction within an airport influence area to amend associated land use plans and zoning ordinances to be consistent with adopted ALUCPs, or to take action to overrule the Airport Land Use Commission. (Public Utilities Code, section 21676; Government Code, section 65302.3.) The City of San Diego is the first local government within the County of San Diego to formally process an ALUCP Implementation Plan with the Airport Land Use Commission. Certification of the proposed amendment would transfer land use authority over compatibility reviews from the Airport Authority to the City.

The proposed overlay zone would enhance consistency in application of the regulations and increase overall awareness of applicable regulations by transferring requirements from a variety of external regulatory documents (ALUCPs for each airport) directly into the Land Development Code. The rezoning of all properties in an airport influence area from AEOZ to ALUCOZ would also serve to inform property owners and prospective buyers of potential impacts associated with property in close proximity to an airport, in accordance with ALUCP policies related to aircraft overflight and disclosure.

2. Major Provisions of the Ordinance

The major provisions of the proposed ordinance establish airport related noise, safety, and airspace protection criteria that may limit the existing use and development regulations of the underlying base zone. Again, there are no changes to certified land uses or land use plan policies; however, limits are proposed on development intensity/density within Review Area 1 for airport-related safety purposes. These provisions include the following:

- Clarify applicability of the overlay zone with respect to required review processes and permit types. In general, new development that would not increase the density or floor area ratio of an existing building, or that would otherwise comply with the compatibility criteria, would not require a special permit;
- Clarify that existing AEOZ only applies to San Diego International Airport;
- Clarify purpose, applicability, and boundaries of the ALUCOZ;
- Identify compatible uses based on aircraft noise exposure;
- Identify compatible uses in each safety zone and describe density (dwelling units per acre) and intensity (people per acre) for the purpose of this overlay;
- Identify applicability to development that was legally established prior to adoption of an ALUCP (previously conforming development);
- Identify criteria for compatibility of proposed infill development that would be consistent with the existing development pattern for the surrounding area, but incompatible with ALUCP noise or safety criteria; and
- Require all residential real estate transactions in the overlay zone to disclose that property for sale is located within an airport influence area.

3. Adequacy of the Ordinance to Implement the Certified LUP Segments

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified Land Use Plans. In the case of the City of San Diego, it has developed community planning areas based on its established neighborhoods and future urbanizing area. Predicated on those community planning areas, the City utilized the geographic segmentation provisions of the LCP regulations and developed its land use plan component covering twelve different communities (i.e. North City, La Jolla, Pacific Beach, Mission Beach, Mission Bay Park, Ocean Beach, Peninsula, Otay-Mesa Nestor, Barrio Logan, Tijuana River Valley, Centre City, Naval Training Center). Each community plan or LCP Land Use Plan contains policies that protect sensitive coastal resources, including but not limited to, environmentally sensitive lands in that community. For example, in the Torrey Pines Community Plan, the following policies regarding environmentally sensitive resources and public safety must be considered:

Development proposed adjacent to environmentally sensitive resources shall not adversely impact those resources, and shall, where feasible, contribute to the enhancement of the resource (Page 82).

Promote public safety by taking into account aircraft accident potential in the placement of structures and activities (Page 240).

The Commission's review of the proposed changes to the Land Development Code must assure that development is approved only when consistent with the certified LUPs. Since there are no changes to the provisions related to coastal resource protection, any proposed development project in the overlay zone must still comply with all relevant coastal resource protection policies applicable to the project in addition to any restrictions from the overlay zone. Thus, the proposed implementation program amendment is consistent with and adequate to carry out the policies of the associated LUP, including the Mira Mesa Community Plan, University Community Plan, Torrey Pines Community Plan, and Torrey Hills Community Plan.

In addition, the proposed LCP amendment would allow the City to retain land use authority over compatibility reviews in the new overlay zone, thereby, streamlining the permit process. On September 1, 2011, the SDCRAA determined the City's ALUCP Implementation Plan to be conditionally consistent if amended to remove the reference to Brown Field from SD Municipal Code Section 132.1540, and to exclude uses indicated as incompatible with the ALUCP noise and safety criteria from infill, regardless of whether sound attenuation is incorporated to attenuate indoor areas to compatible sound levels. The City subsequently amended the infill provisions of the overlay zone, as recommended by the SDCRAA (Exhibit 10).

Furthermore, the proposed amendment would memorialize the state mandated policies and regulations pertaining to airport related noise, safety, and airspace protection, that are currently used by the Airport Land Use Commission to determine whether a development is permitted, within the City's LDC. These provisions are consistent with the amended land use plans as noted herein. The Commission therefore finds that the proposed IP

portion of the subject LCP amendment is consistent with and adequate to carry out the provisions of the LUP, as proposed to be amended, and can be approved as submitted.

V. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. The Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

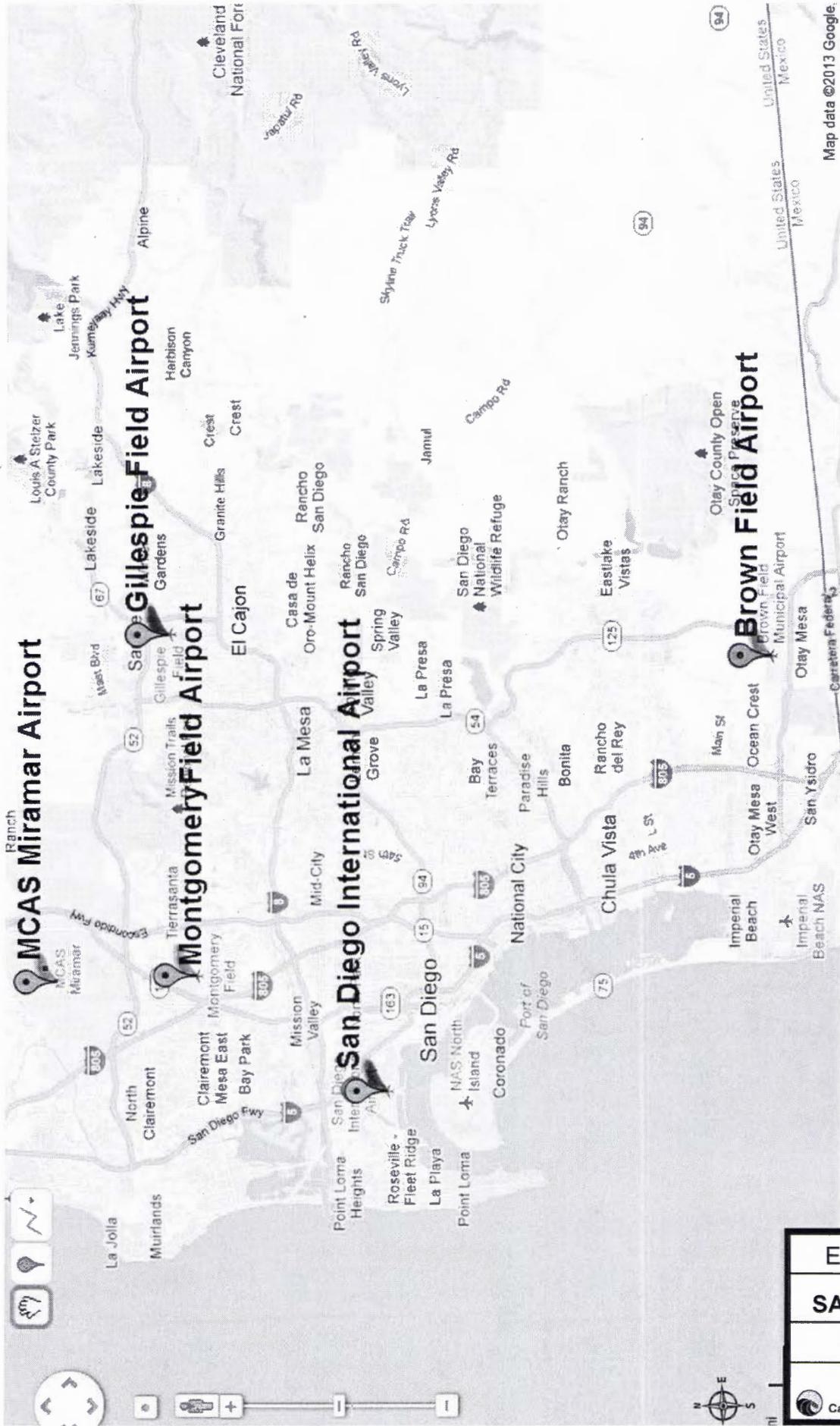
Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP as amended, does conform to CEQA provisions. The City of San Diego previously prepared a Program EIR for the General Plan (No. 104495/SCH No. 2006091032), so an Addendum to the General Plan EIR (No. 218845/SCH No. 2006091032) was prepared for the subject LCP amendment in accordance with Sections 15163 and 15164 of the CEQA Guidelines. The Addendum concluded that the proposed LCP amendment would not result in new direct or cumulatively significant environmental impacts.

As described previously, the Commission has reviewed and evaluated the proposed LCP amendment, and finds that the amendment does not have the potential to result in significant individual or cumulative impacts to coastal resources. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the amendment may have on the environment. The Commission therefore finds the amendment is consistent with the California Environmental Quality Act.

APPENDIX 1

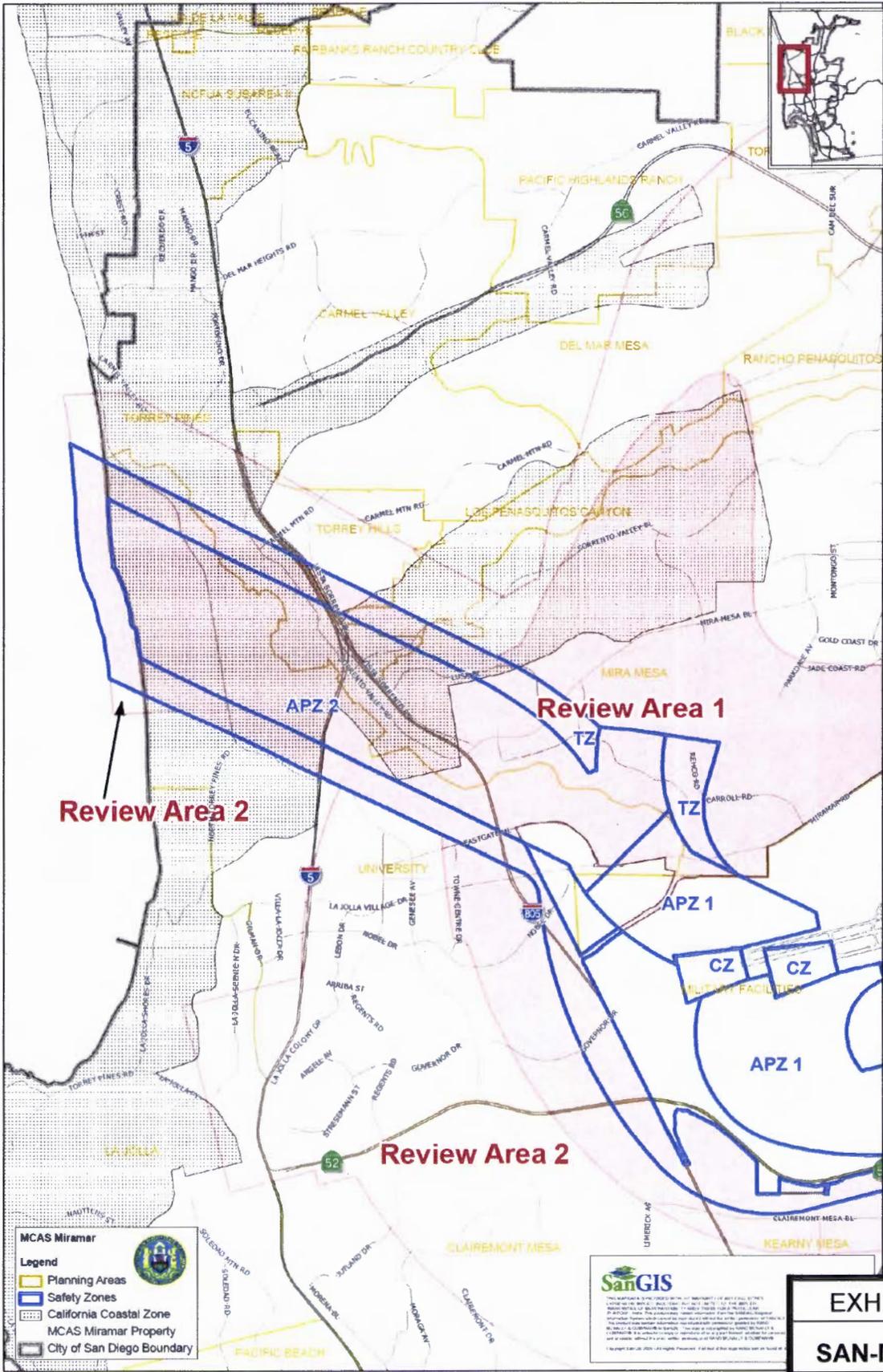
Substantive File Documents

MCAS-Miramar Airport Land Use Compatibility Plan adopted on October 2, 2008;
Brown Field Airport Land Use Compatibility Plan adopted on January 25, 2010;
Montgomery Field Airport Land Use Compatibility Plan adopted on January 25, 2010;
Addendum to Program Environmental Impact Report No. 104495 prepared by City of San Diego Development Services Department, dated December 10, 2010; Revised Final Program Environmental Impact Report prepared by City of San Diego Development Services Department, dated December 2008.



Map data ©2013 Google.

EXHIBIT NO. 1
SAN-MAJ-5-11A
Vicinity Map
 California Coastal Commission



MCAS Miramar



Legend

- Planning Areas
- Safety Zones
- California Coastal Zone
- MCAS Miramar Property
- City of San Diego Boundary

SanGIS

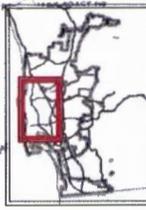
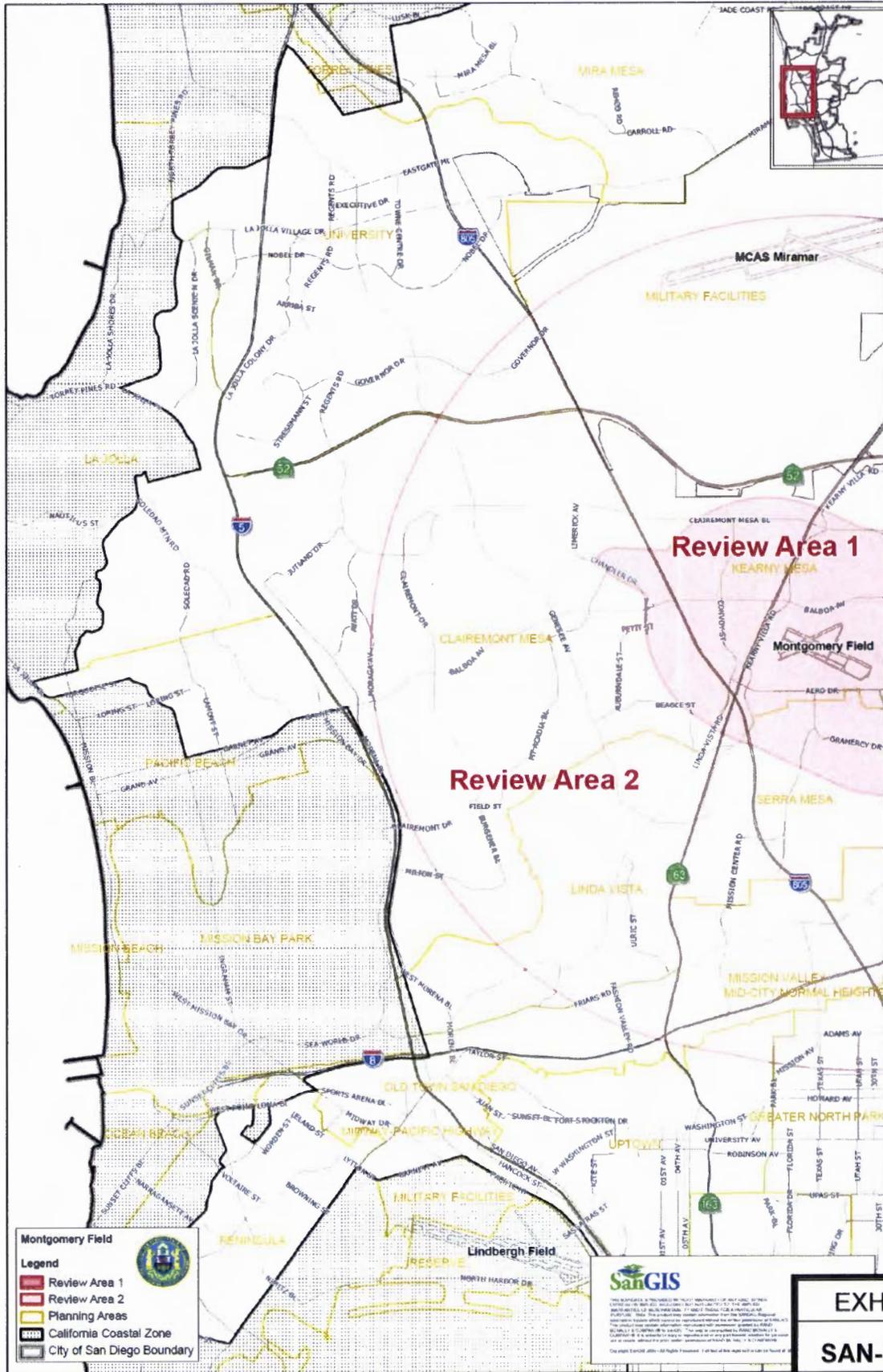
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EXHIBIT NO. 2

SAN-MAJ-5-11A

MCAS Miramar

 California Coastal Commission





Montgomery Field
Legend
 Review Area 1
 Review Area 2
 Planning Areas
 California Coastal Zone
 City of San Diego Boundary

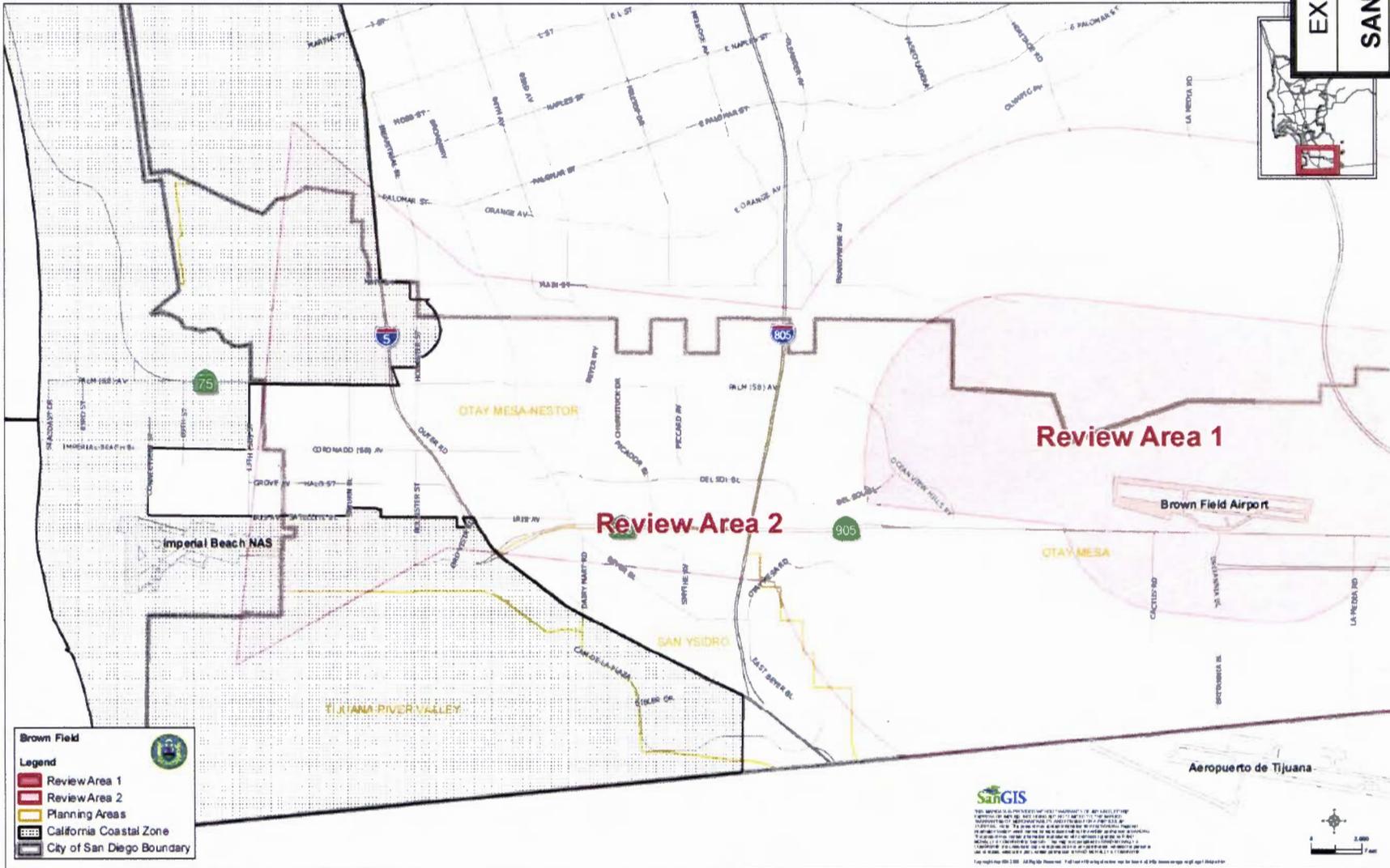


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EXHIBIT NO. 3
SAN-MAJ-5-11A
 Montgomery Field

 California Coastal Commission

EXHIBIT NO. 4
SAN-MAJ-5-11A
Brown Field
California Coastal Commission



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Mira Mesa Community Plan Amendment

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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SAN DIEGO, CALIF

EXHIBIT NO. 5

SAN-MAJ-5-11A

Mira Mesa CP

**MIRA MESA COMMUNITY PLAN
AND LOCAL COASTAL PROGRAM LAND USE PLAN**

The following amendments have been incorporated into this ~~February 2006~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Mira Mesa Community Plan approved	July 30, 1992	0995	October 6, 1992	R-280829
		0996		R-280830
				R-282543

Certified by the California Coastal Commission November 18, 1993

Carroll Canyon Master Plan			December 6, 1994	R-285097
			November 21, 1995	R-286614
Mira Mesa Business Park redesignation			December 3, 1996	R-288145
Reclassification of Capricorn Way from 4-lane collector to 2-lane collector			September 9, 1997	R-289162
Marriot Residence Inn			February 17, 1998	R-289745
Hilton Garden Inn			April 21, 1998	R-289986
Mira Mesa Market Center			August 4, 1998	R-290613
Redesignation of 3.9-acre site from visitor- commercial to community- commercial			June 19, 2001	R-295032

Added MCAS Miramar
ALUCP policy language
and deleted references and
maps to the NAS Miramar
CLUP

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Planning Context

- The Community Planning Area
- Development and Planning History
- Environmental Setting
- Urban Setting
- NAS MCAS Miramar
- Local Coastal Program

PLANNING CONTEXT

THE COMMUNITY PLANNING AREA

The Mira Mesa community is approximately 10,500 acres in area. It is located in the north-central portion of the City of San Diego, 16 miles north of downtown San Diego, between the Interstate 805 (I-805) and I-15 corridors. It is bounded on the north by the Future Urbanizing Area, Los Peñasquitos Canyon and the surrounding communities of Torrey Hills, Carmel Valley and Rancho Peñasquitos; on the east by Miramar Ranch North and Scripps Miramar Ranch; on the south by Naval Marine Corps Air Station (NASMCAS) Miramar (formerly Naval Air Station Miramar); and on the west by the University and Torrey Pines communities (Figure 2).

Interstate 15 provides the eastern boundary of the planning area; NAS-MCAS Miramar, the southern boundary; I-805 and the Atchison, Topeka, and Santa Fe Railroad right-of-way, the western boundary; and the Future Urbanizing Area, the northern boundary (Figure 3).

The relationship of this Plan with existing planning programs and development patterns was considered during its preparation. This process included consideration of the draft Rancho Peñasquitos Community Plan, the Scripps Ranch Community Plan, the Torrey Pines Community Plan, the University Community Plan, the draft Los Peñasquitos Canyon Preserve Master Plan, the North City Local Coastal Program Land Use Plan and the NAS-MCAS Miramar Comprehensive Airport Land Use Compatibility Plan.

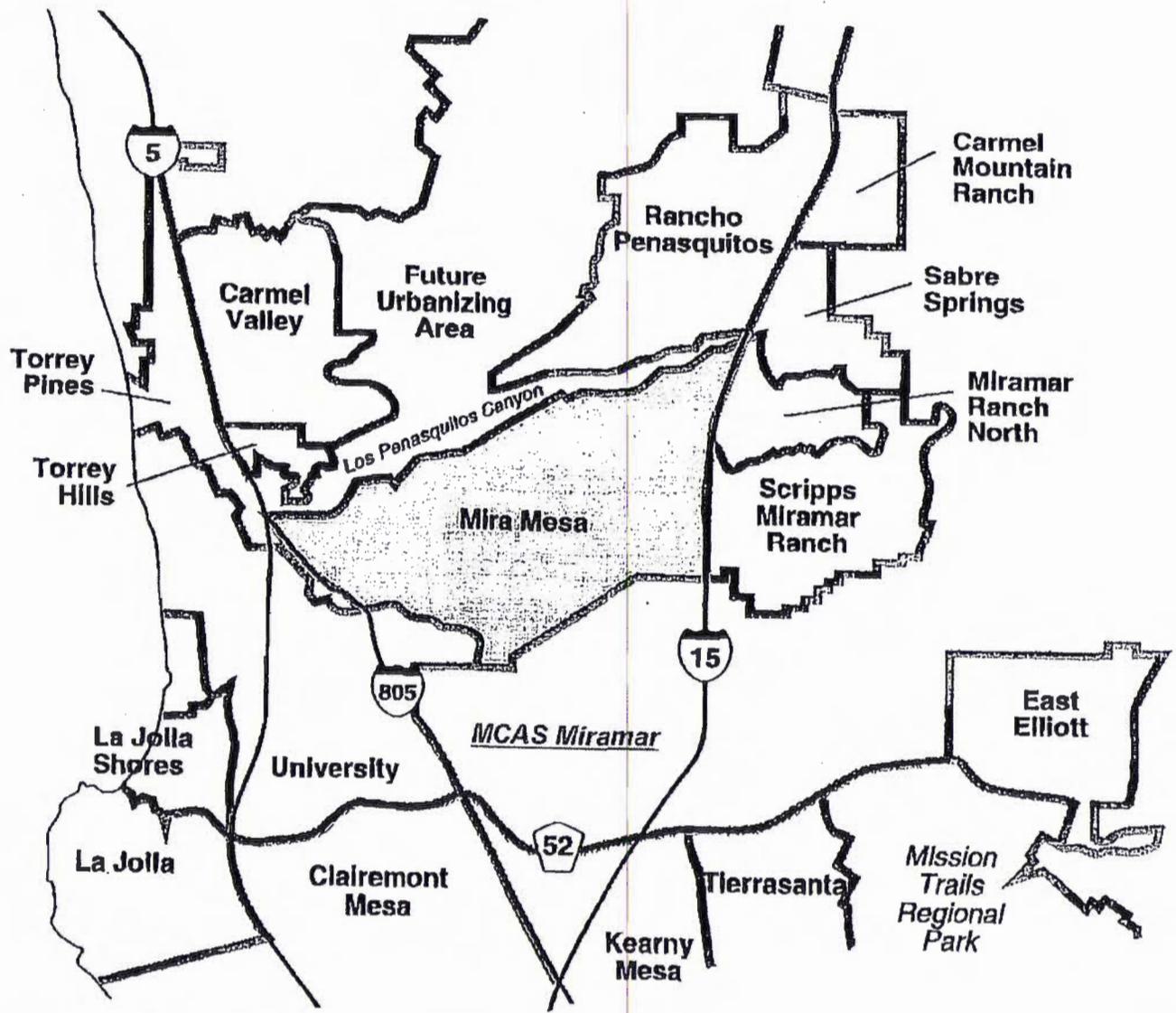
DEVELOPMENT AND PLANNING HISTORY

Mira Mesa was annexed to the City in 1958 as part of a larger annexation that included Del Mar Heights and (former NAS) MCAS Miramar. At about the same time, a City water main project to improve service to Clairemont made the urbanization of Mira Mesa possible.

In 1961, property owners installed sewers under 1911 Act assessment proceedings. Developers were required to construct two lanes of Mira Mesa Boulevard from I-15 to more than a mile westerly in order to obtain access to property in the vicinity of Westonhill Drive. The first subdivision map was filed on January 14, 1964. An economic downturn in the early 1960s delayed construction; however, single-family residential, multifamily residential, and commercial zoning along Mira Mesa Boulevard were granted by the Planning Commission and City Council. The City initiated planning studies of the Mira Mesa area in the early 1960s which culminated in adoption of the Mira Mesa Community Plan in January 1966.

Little development occurred in the planning area until mid-1969, when the demand for moderate-priced housing brought several major developers into eastern Mira Mesa. Due to the fragmented ownership pattern in Mira Mesa and the large number of companies involved in development of the community, a highly competitive, accelerated building program began. From early 1971 to the third quarter of 1972, Mira Mesa led construction activity within the City. By January 1978, approximately 10,457 dwelling units were constructed and occupied and the area had attained a population of 34,600 persons.

PACIFIC OCEAN

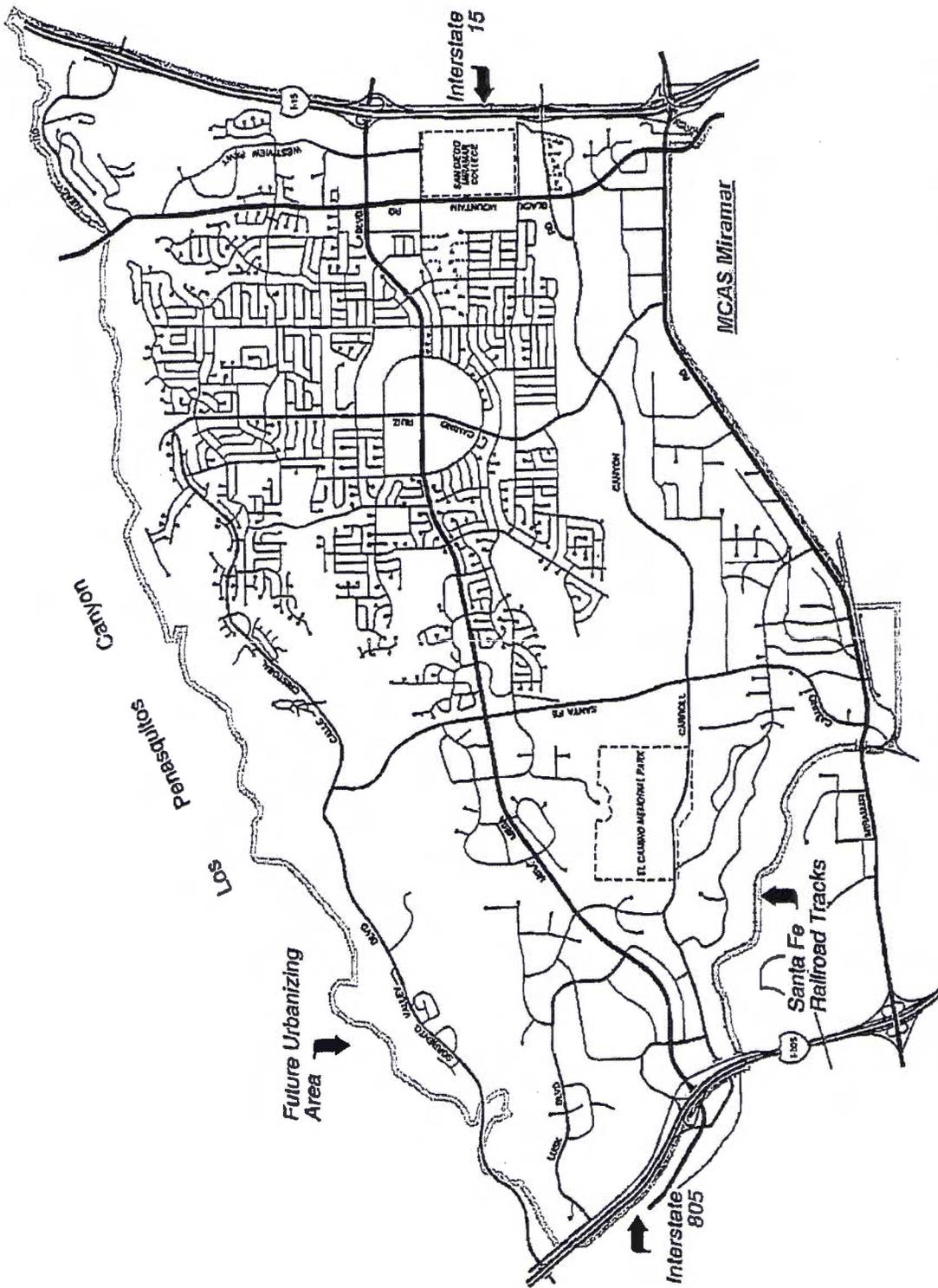


Vicinity Map
Mira Mesa Community Plan **2**
FIGURE



3
Plan Boundaries
Mira Mesa Community Plan

FIGURE



NAS-MCAS MIRAMAR

The NAS-MCAS Miramar forms the southerly boundary of Mira Mesa and thus represents a major influence in its planning and development. The NAS-MCAS Miramar is nearly 24,000 acres in size, portions of which have been in continuous federal ownership since World War I. The map of the main station area (Figure 4) shows that the base is essentially divided into operations and support functions. The support functions include:

Residential development in the form of group quarters (barracks and dormitories), single-family homes and mobile homes. The total on-base residential population as of January 1, 1990 was 2,873. Of this population, 2,210 reside in group quarters, 111 in single-family units and 78 in mobile homes.

Recreation facilities including playing fields, a recreation center, a theater, a swimming pool, a bowling center and an eighteen-hole golf course.

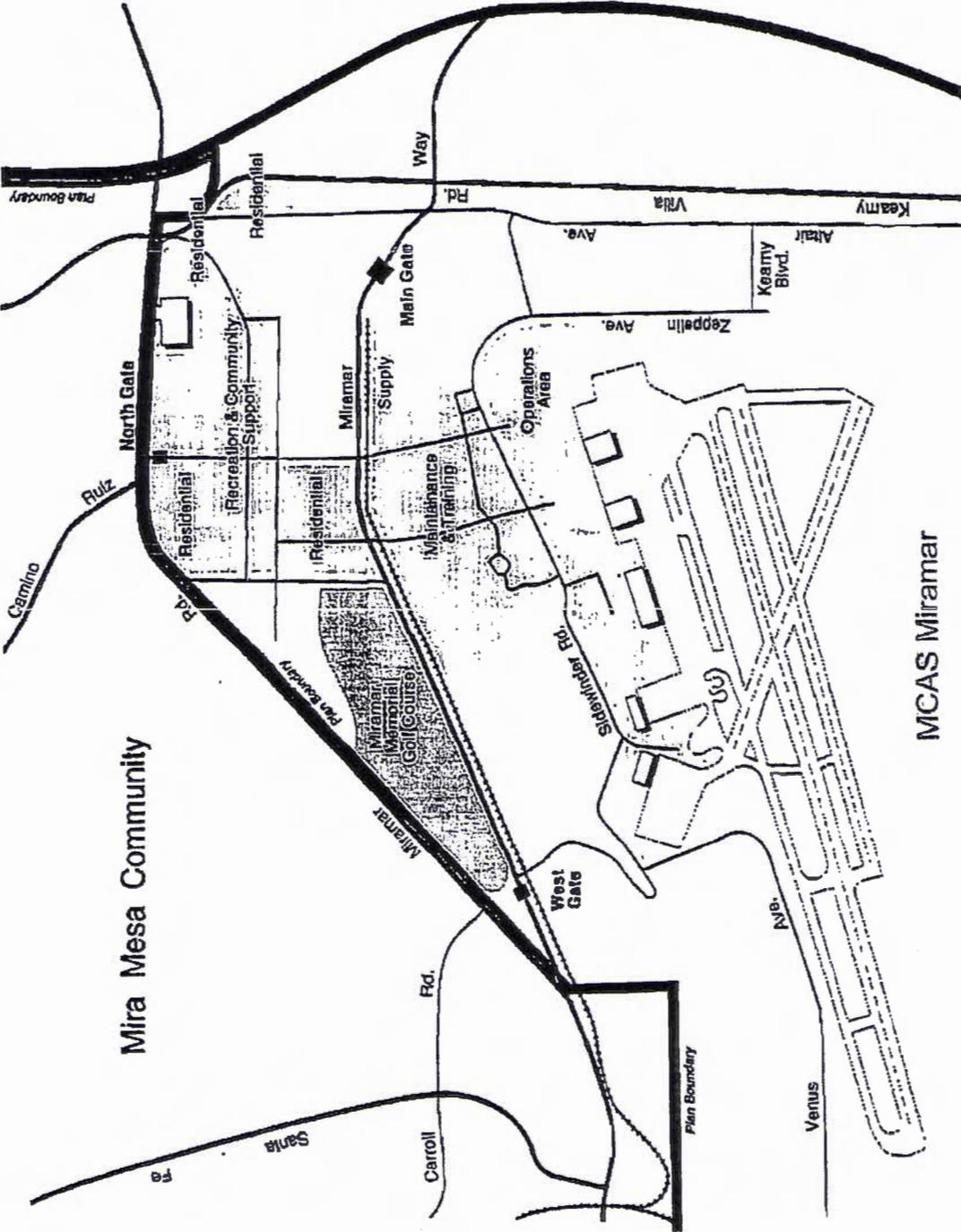
Commercial uses including the commissary and base exchange which serve base residents, off-base personnel, and military retirees. Other commercial uses located on the base include a credit union, a bank, a cafeteria and commercial recreation facilities.

The NAS-MCAS Miramar, with 11,000 military and 2,500 civilian employees, is one of the region's major employers. Included in the on-base employment activities for civilians are sand and gravel excavation activities, federal contract work and an FAA air traffic control facility. Operations and employment at the base contribute more than \$250 million annually to the regional economy.

The NAS-MCAS Miramar accommodates approximately 225,000 flight operations per year. Air operations include departures to the west via the Seawolf corridor, departures to the north via the Julian departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop, and touch-and-go exercises conducted over a northern loop.

The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

The CLUP identifies the areas that are affected by noise resulting from air operations and the types of land uses that are compatible within these areas. The CLUP also identifies the areas that are most susceptible to an accident and should, therefore, be protected from high-intensity development. The types and intensities of land uses that are compatible in these areas are also provided. The land use and intensity restrictions of the CLUP have been incorporated into the Plan. Additional information on how these restrictions affect specific areas in the community is provided in the **Commercial Land Use and Industrial Land Use Elements** and in **Appendix D**.



Mira Mesa Community

MCAS Miramar

4 FIGURE

NAS Mira Mesa Site Plan
Mira Mesa Community Plan



INTRODUCTION

Mira Mesa has experienced traffic congestion on its major streets since construction activity boomed in the early 1970s. As in most recently developed communities, Mira Mesa's strictly segregated land use pattern reinforces our over-reliance on the automobile. Due primarily to noise impacts from NAS-MCAS Miramar, industrial/business park uses have been concentrated in the area west of Camino Santa Fe and along Miramar Road and residential uses have been restricted to the east, limiting the opportunity for walking or biking to work.

The shortage of through streets in the community also contributes to traffic congestion. Winding street patterns with cul-de-sacs concentrate traffic on major streets and at key intersections. This often results in longer travel distances—again making walking, biking or transit use less attractive.

In addition, Los Peñasquitos Canyon Preserve, which is a sensitive resource of regional significance, restricts access to the north of the community. NAS-MCAS Miramar has the same effect at the southern boundary of the community.

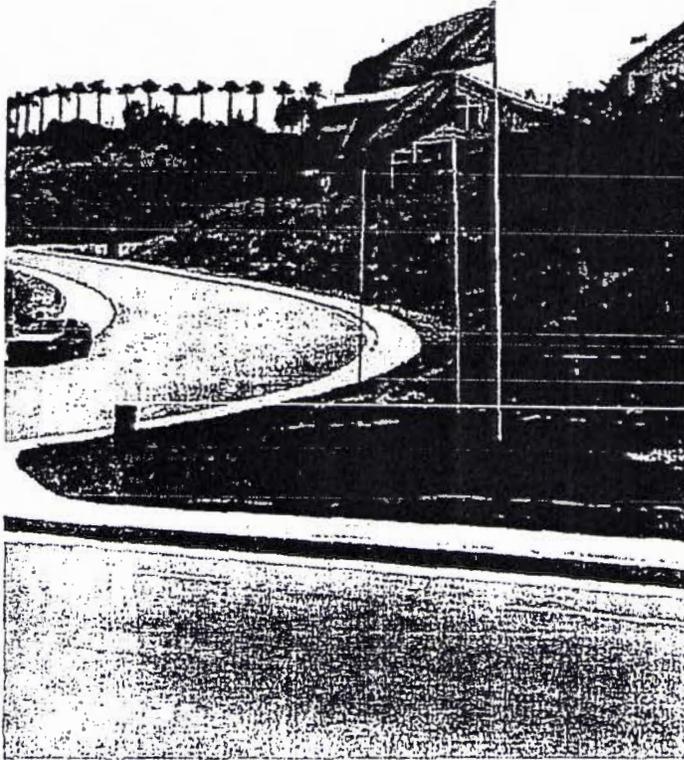
Bus service is provided by San Diego Transit Corporation. Four bus routes are now in operation in Mira Mesa (see **Figure 11**). Routes 20 and 210 provide express service via I-15 to downtown. Route 210 also provides connections to Sorrento Mesa in the western part of the community and to Kearny Mesa via I-805. Route 31 provides local service that connects eastern Mira Mesa with University Towne Center, and Route 30 connects eastern Mira Mesa with La Jolla, Pacific Beach and downtown. A park-and-ride facility is located at the northwest corner of I-15 and Mira Mesa Boulevard, which offers commuter parking for Route 20.

Additional transit service is provided by DART (Direct Access to Rapid Transit) under contract to San Diego Transit Corporation. Direct Access to Rapid Transit uses vans to transport members of the community from residential neighborhoods to a transfer point at Black Mountain Road and Mira Mesa Boulevard, where riders can then transfer to Route 20 or Route 30.

The Metropolitan Transit Development Board (MTDB), after studying the feasibility of a light rail transit (LRT) line that would provide east/west service in Mira Mesa, has selected a preferred route alignment that would connect to I-15 in the vicinity of Mira Mesa Boulevard, run south along Black Mountain Road, turn west along Carroll Canyon Road, turn south along the eastern side of I-805 north of La Jolla Village Drive and terminate in University City in the vicinity of Town Centre Drive and Executive Drive (**Figure 12**). If adopted, this line would link two other LRT lines which are also in the planning stages along the I-5 and I-15 corridors.

The North County Transit District is currently implementing a plan for a commuter rail line from Oceanside to downtown San Diego. Two stops will provide access to the western portion of Mira Mesa—one in Sorrento Valley and the other in Mira Mesa at the terminus of Camino Santa Fe, just south of Miramar Road.

RESIDENTIAL LAND USE



GOALS

- A range of housing opportunities for all economic levels.
- A high quality living environment in Mira Mesa's residential neighborhoods.
- Residential subdivisions that are designed to preserve Mira Mesa's unique system of canyons, ridge tops and mesas.
- Compliance with the *Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS | Miramar.*

3. Community-specific Development Criteria

In the review of discretionary permits proposed for property in the Coastal Zone, the HR Overlay Zone, or abutting any of the major canyons that form the framework of the open space system in Mira Mesa (Los Peñasquitos, Lopez, Carroll Canyon or Rattlesnake) the City shall employ the criteria on pages 115 and 116 of this Plan (**Development Criteria**) in its determination of consistency with this Plan.

4. Compliance with the MCAS Miramar CLUP Airport Land Use Compatibility Plan

Future proposals to allow residential development in areas within the Airport Overlay Designation Influence Area shall be reviewed for compliance with the Comprehensive Airport Land Use Compatibility Plan for NAS MCAS Miramar. The noise contours and accident potential zones, and the uses and intensities that are compatible in these areas are shown in Refer to Appendix D.

PROPOSALS

1. Residential Densities

The following density ranges and building types are proposed to meet the goals of this Plan:

Very low-density: 0-4 dwelling units per gross acre

This density range is proposed for Lopez Ridge and the northeastern corner of the community near Canyon Hills Park. This range is generally characterized by clustered detached single-family or attached multifamily units (such as duplexes and townhomes) built on large hillside parcels that contain relatively small areas suitable for buildings. Design flexibility on these hillside parcels is necessary to integrate development with the natural environment, preserve and enhance views, and protect areas of unique topography and vegetation. The R1-10000 Zone or the R1-5000 Zone, if units are clustered to preserve natural open space areas, are proposed to implement this designation. The maximum four units per acre is not likely to be achieved except on lots that have large areas in slopes of less than 25 percent.

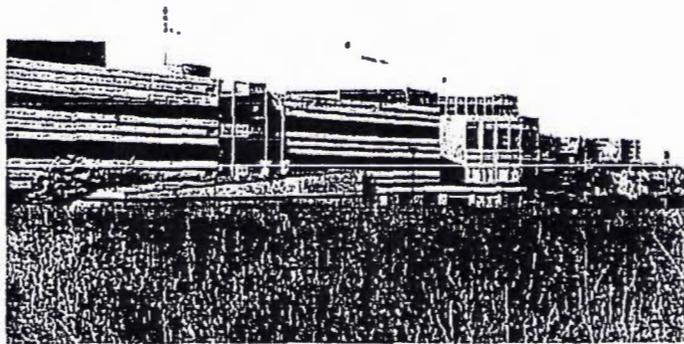
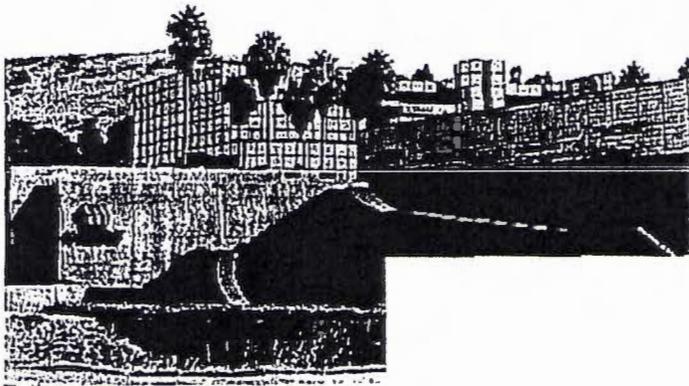
Low-density: 4-10 dwelling units per net acre

This range is characterized by single-family residential development on 5,000- to 7,000-square-foot lots, built under standard subdivision regulations. This type of development is appropriate for the flat mesa areas of the community. The R1-5000 Zone is proposed to implement this designation.

Low-medium-density: 10-15 dwelling units per net acre

The low-medium-density range will allow for multifamily development in the form of duplexes, townhouses and low-scale apartments. The relatively large sites proposed for this density will permit the design flexibility needed to ensure compatibility in scale with adjacent detached single-family development. The R-3000 Zone is proposed to implement this designation.

INDUSTRIAL LAND USE



GOALS

- Preservation of an adequate supply of industrial land.
- A reduction in traffic conflicts and congestion in industrial areas.
- Improvement in the visual quality of industrial development in the community.
- Compliance with the *Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar*.

POLICIES

1. The City shall preserve an adequate supply of industrial land for manufacturing uses.
2. The City shall restrict the development of freestanding commercial uses in industrially designated areas.
3. The City shall ensure that all projects ~~under the Navy's flight pattern~~ within the Airport Influence Area are reviewed for conformance with the ~~Comprehensive Airport Land Use Compatibility Plan~~ for NAS-MCAS Miramar.
4. Where not precluded by the Airport Land Use Compatibility Plan ~~Navy's flight pattern~~, the City shall encourage developers to incorporate day care centers and recreational facilities into industrial developments. The facilities could be used by employees as well as offered to residents of the community.
5. The City shall require developers of large industrial projects to designate truck access routes to freeways through nonresidential areas.
6. The City shall require that discretionary permits conform with the following citywide guidelines and criteria:
 - a. The Urban Design Element of the General Plan, which contains guidelines for development of valleys, canyons and hillsides.
 - b. The development regulations of the Hillside Review (HR) Overlay Zone (Municipal Code Section 101.0454) and the Hillside Design and Development Guidelines, where applicable.
 - c. For property that is in the Coastal Zone (generally the area west of the intersection of Caminito La Bar and Calle Cristobal, north of Mira Mesa Boulevard), the coastal regulations of the HR Zone (Subsection J). These regulations limit encroachment into sensitive slope areas.
7. Community-specific Development Criteria: In the review of discretionary projects, the City shall employ the Development Criteria on pages 115 and 116, where appropriate, as well as the following criteria in its determination of consistency with the Plan:
 - a. Industrial lot sizes should be a minimum of 80,000 square feet. The individual lot size may be less if developed within a comprehensively designed master planned project which exceeds an overall site area of 80,000 square feet and limits the number of project entries, provides shared parking facilities and provides a unified design theme.
 - b. The amount of multi-tenant offices should be limited to 50 percent of the total square footage of the project.

PROPOSALS

1. Industrial Designations

The Plan designates approximately 2,539 acres for industrial development as shown on Figure 20. Two categories of industrial use and one overlay designation are proposed for Mira Mesa:

The **Industrial Park** designation is intended to accommodate a mixture of research and development, office and manufacturing uses. Freestanding commercial and automotive services are not consistent with the industrial park designation. Sorrento Mesa and a small area near I-15 and Miramar Road are designated for Industrial Park use.

The **Light Industrial** designation is intended for manufacturing, storage, warehousing, distribution and similar uses. Specialized commercial uses such as building materials stores, auto centers and discount stores would also be consistent with this designation if located in an existing M-1A zone. The Miramar subarea is designated for Light Industrial use.

~~Future proposals to allow industrial development within the Airport Influence Area shall be reviewed. The Airport Overlay designation is intended to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at NAS MCAS Miramar are reviewed for conformance with the CLUP-ALUCP for NAS MCAS Miramar. The noise contours and accident potential zones and the uses and intensities that are compatible in these areas are shown in Refer to Appendix D.~~

~~In general, development in Accident Potential Zone (APZ) 1 is limited to a lot coverage of less than 25 percent. Building square footage is limited by a formula that is intended to restrict the number of people exposed to accident potential at any one time to 50 persons per acre.~~

~~For example, for a one-acre site the following building intensities would be compatible in APZ 1:~~

Building Type	Building Size	Floor Area Ratio
Warehouse Building	50,000 sq. ft. per acre	1.15
Manufacturing Building	20,000 sq. ft. per acre	.46
Office Building	10,000 sq. ft. per acre	.23

~~Property in APZ 2 is limited to a lot coverage of less than 40 percent. No further intensity restrictions are applied.~~

~~The CLUP also restricts office and hotel development in areas that are subject to noise levels in excess of 70 decibels CNEL (Community Noise Equivalent Level) and requires interior noise attenuation for all indoor uses that are subject to noise levels in excess of 65 decibels CNEL. (Hotel development in APZ 1 is prohibited.)~~

ACTION PLAN

Implementation Measures	Timing		Responsibility for Implementation	Source of Funding	See for More Detail
	Adopt With Plan	Within 10 Years Within 15 Years			
Require PIDs or rezone to M-LI for new industrial development until the Zoning Code Update is completed.	λ		Planning Department	Reimbursable	Policies 1, 2, 4 and 6
Require conformance with the Development Criteria of this Plan for all discretionary permits.	λ		Planning Department	Reimbursable	Policy 6
Review all projects in the Airport Overlay Designation Influence Area for conformance with the <u>CLUP Airport Land Use Compatibility Plan</u> .	λ		Planning Department, Planning Commission, City Council	Reimbursable	Policy 3

INTRODUCTION

Commercial development in Mira Mesa is generally automobile-oriented, with large parking areas between the stores and the streets. Newer developments have incorporated trees within the parking lots to help break up these normally large barren areas and have increasingly stressed aesthetic considerations in building and site design. This is exemplified in the developments at the intersection of Black Mountain Road and Mira Mesa Boulevard. These areas have been planned with cohesive architecture, building materials, signs and landscaping. Driveways have been consolidated and the parking areas are shared among users. Still, as in most suburban shopping center development, that found in Mira Mesa is not oriented to the pedestrian or bicyclist.

POLICIES

1. Until the zoning code update can provide adequate implementation for commercial land use policies, the City shall require a planned Commercial Development Permit for any new commercial project that requires processing of a rezone, subdivision map or other discretionary permit.
2. For properties along Miramar Road, the City shall limit commercial retail uses that generate additional traffic impacts at peak hours to existing M-1A or commercially zoned areas. Support commercial uses may be included within industrial parks according to the development criteria contained in the **Industrial Land Use Element** (Miramar Subarea Proposal).
3. The City shall ensure that all projects ~~under the Navy's flight pattern~~ within the Airport Influence Area are reviewed for conformance with the ~~Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS~~ Miramar.
4. The City shall not permit additional drive-through restaurants to have direct driveway access to a public street. Automobile access through a larger commercial site shall be required. Pedestrian access should be provided to a public street.
5. As Mira Mesa's older commercial sites begin to redevelop, a more pedestrian and transit-oriented commercial environment should be established. This can be accomplished by placing buildings closer to the street; emphasizing pedestrian paths and activity areas by providing benches, tables and shaded areas; and breaking up large areas of concrete or asphalt with patterned paving.
6. Additional commercial development should be permitted only in areas that are served, or are proposed to be served in the future, by transit. Provision of sheltered passenger waiting areas should be requirements of all new commercial development.
7. In the review of discretionary projects, the City shall employ the criteria in the **Development Criteria Element** of this Plan, as appropriate, in its determination of consistency with the Plan.

The Office Commercial designation provides for professional and financial services in locations served by primary access, yet inappropriate for commercial or high-employment office centers because of the proximity to residential uses. Related uses may include lodges and clubs, medical clinics and convalescent homes.

Future proposals to allow commercial development within the Airport Influence Area shall be reviewed. The Airport Overlay Designation is intended to ensure that development of properties that are subject to high noise levels or accident potential from aircraft operations at NAS-MCAS Miramar are reviewed for conformance with the CLUP-ALUCP for NAS-MCAS Miramar. The noise contours and accident potential zones, and the uses and intensities that are compatible in these areas, are shown in Refer to Appendix D.

In general, development in Accident Potential Zone (APZ) 1 is limited to a lot coverage of less than 25 percent. Building square footage is limited by a formula that is intended to restrict the number of people exposed to accident potential at any one time to 50 persons per acre.

For example, for a one-acre site the following building intensities would be compatible in APZ 1:

Building Type	Building Size	Floor Area Ratio
Warehouse Building	50,000 sq. ft. per acre	1.15
Office Building	10,000 sq. ft. per acre	.23

The intensity of retail buildings that would be compatible in APZ 1 varies depending on the area devoted to stock rooms, ground floor and upper floors. Property in APZ 2 is limited to a lot coverage of less than 40 percent. No further intensity restrictions are applied.

The CLUP also prevents office and hotel development in areas that are subject to noise levels in excess of 70 decibels CNEL and requires interior noise attenuation for all indoor uses that are subject to noise levels in excess of 65 decibels CNEL. (Hotel development in APZ 1 is prohibited.)

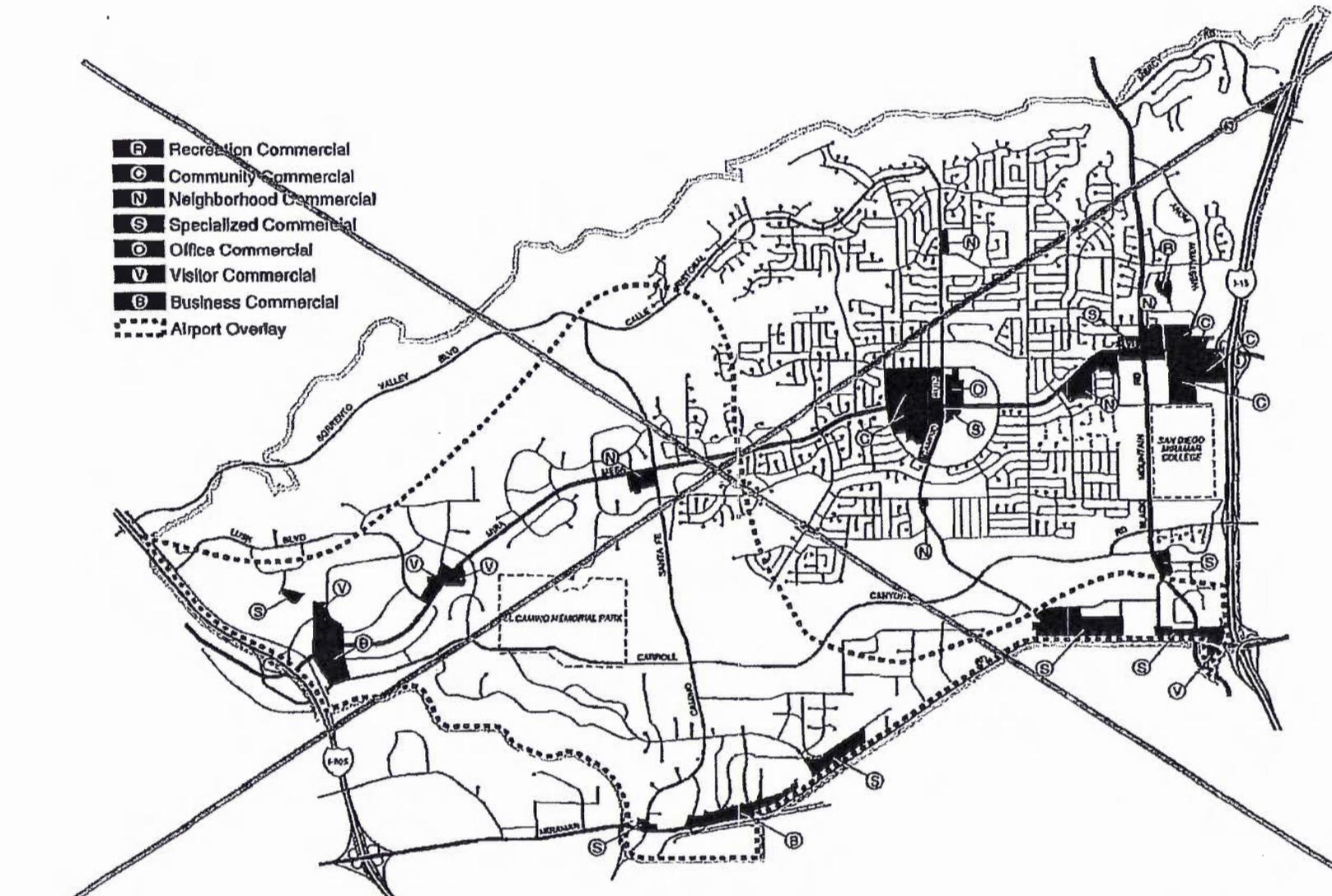
2. Site-specific Proposals

a. Miramar Road

This Plan provides for the continued location of auto-dependent uses along Miramar Road—primarily a mix of light industrial and specialized commercial uses. Support commercial uses that are part of a larger industrial park are encouraged, but should be permitted under a planned industrial permit process only. Retail uses that generate heavy traffic at peak hours should be limited to existing M1-A or commercially zoned areas.

Because Miramar Road is primarily intended as an industrial area, commercial uses

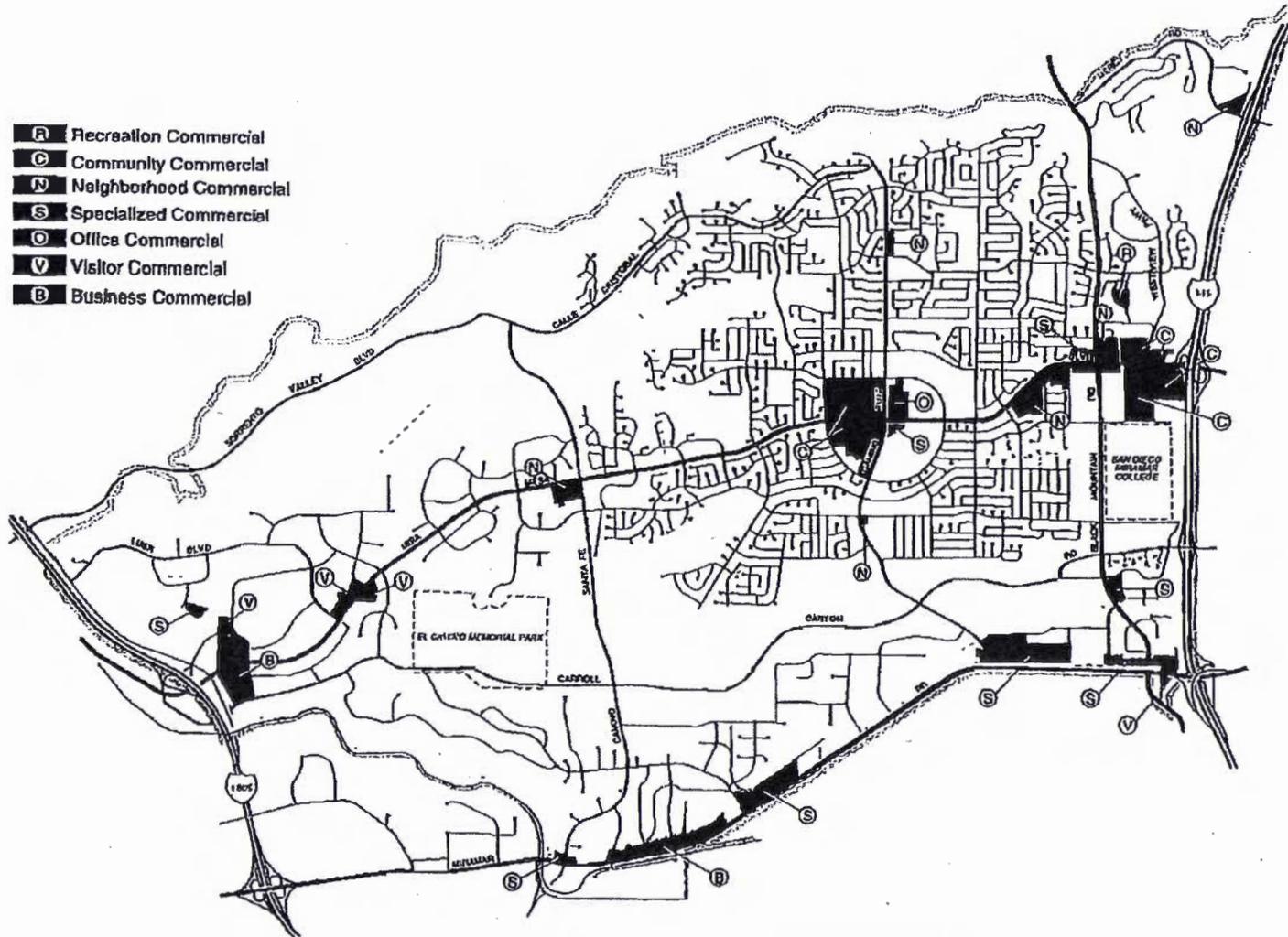
- R** Recreation Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- S** Specialized Commercial
- O** Office Commercial
- V** Visitor Commercial
- B** Business Commercial
- Airport Overlay



Recommended Commercial Land Use
Mira Mesa Community Plan

21
 FIGURE

- R** Recreation Commercial
- C** Community Commercial
- N** Neighborhood Commercial
- S** Specialized Commercial
- O** Office Commercial
- V** Visitor Commercial
- B** Business Commercial



Recommended Commercial Land Use

Mira Mesa Community Plan

21
FIGURE

Appendices

- A. Legislative Framework
- B. Relationship to the General Plan
- C. Plan Update and Amendment Process
- D. ~~NAS Miramar Noise and Accident Compatibility~~
Matrices Airport Influence Area
- E. Coastal Zone Regulations
- F. Erosion Control Measures for Los Peñasquitos Lagoon

APPENDIX D
AIRPORT INFLUENCE AREA AIRPORT NOISE/LAND USE
COMPATIBILITY MATRIX AND
ACCIDENT POTENTIAL ZONES/LAND USE COMPATIBILITY MATRIX

The Airport Influence Area for MCAS Miramar affects the Mira Mesa Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar. Airport Influence Area Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Airport Influence Area Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.

*Reprinted from The Comprehensive Land Use Plan for NAS Miramar,
SANDAG, October 1990*

Airport Noise/Land Use Compatibility Matrix

LAND USE	Annual Community Noise Equivalent Level (CNEL) in Decibels				
	55	60	65	70	75
1. Outdoor Amphitheaters					
2. Nature Preserves, Wildlife Preserves, Livestock Farming, Neighborhood Parks and Playgrounds					
3. Schools, Preschools, Libraries		45			
4. Residential Single Family, Multiple Family Mobile Homes, Residential Hotels, Retirement Homes, Intermediate Care Facilities, Hospitals, Nursing Homes		45			
5. Hotels and Motels, Other Transient Lodging, Auditoriums, Concert Halls, Indoor Arenas, Churches		45	45		
6. Office Buildings, Business, Educational, Professional and Personal Services, R&D Offices and Laboratories		45	45	45	
7. Riding Stables, Water Recreation Facilities, Regional Parks and Athletic Fields, Cemeteries, Outdoor Spectator Sports, Golf Courses		45	45	45	45
8. Commercial Retail, Shopping Centers, Restaurants, Movie Theaters		45	45	50	50
9. Commercial Wholesale, Industrial, Manufacturing		45	45	45	45
10. Agriculture (Except Residences and Livestock), Extractive Industry, Fishing, Utilities, & Public P-O-W		45	45	45	45



COMPATIBLE

The outdoor community noise equivalent level is sufficiently attenuated by conventional construction that the indoor noise level is acceptable, and both indoor and outdoor activities associated with the land use may be carried out with essentially no interference from aircraft noise.



CONDITIONALLY COMPATIBLE

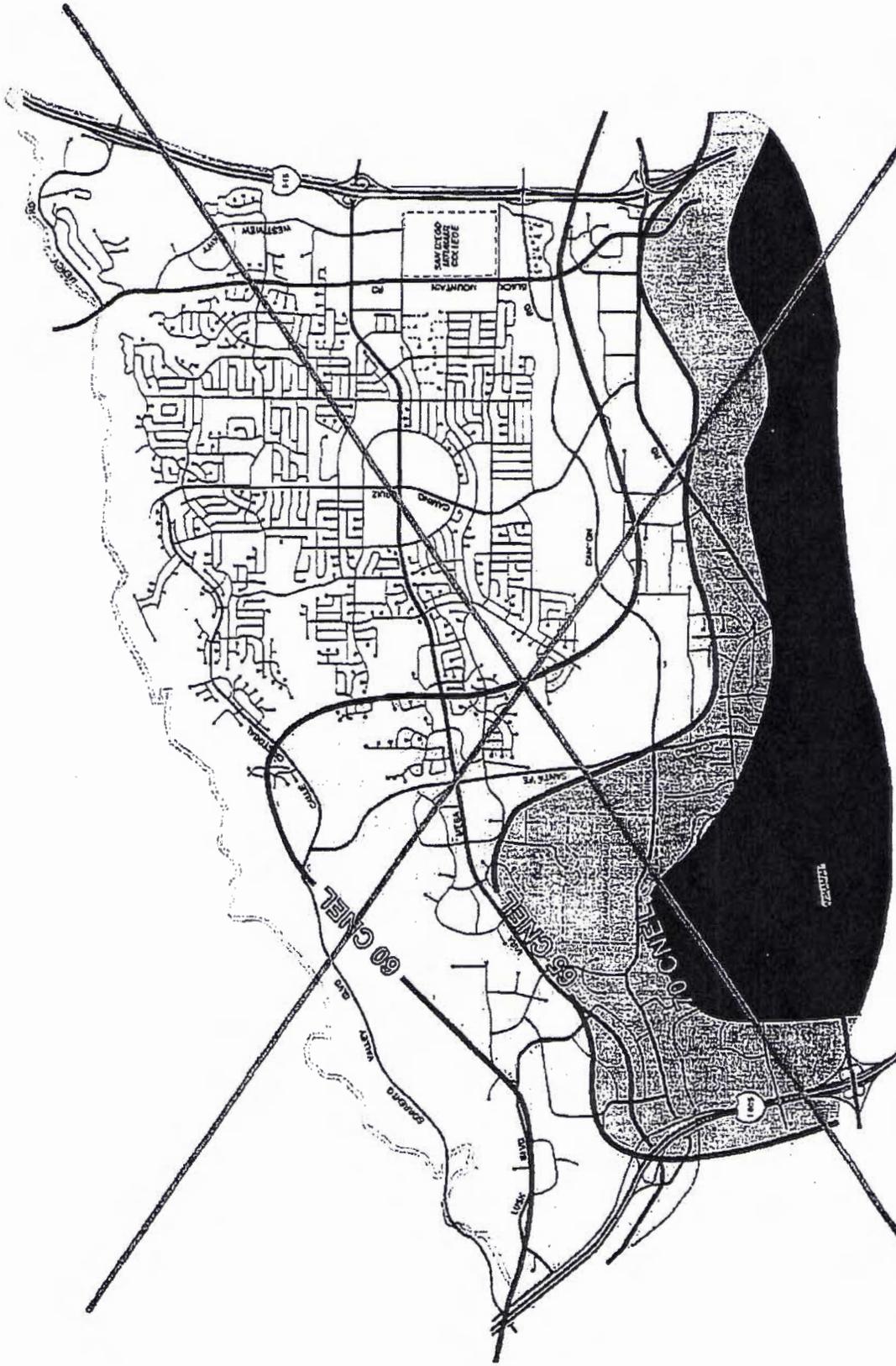
The outdoor community noise equivalent level will be attenuated to the indoor level shown, and the outdoor noise level is acceptable for associated outdoor activities.



INCOMPATIBLE

The community noise equivalent level is severe. Although extensive mitigation techniques could make the indoor environment acceptable for performance of activities the outdoor environment would be intolerable for outdoor activities associated with the land use.

This matrix should be used with reference to the Implementation Directives shown on pages 132 and 133.



NAS Miramar Noise Contours
 Mira Mesa Community Plan

23
 FIGURE



~~AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION DIRECTIVES~~

~~All the uses specified are compatible up to the noise level indicated. Specified uses are also allowed as conditionally compatible in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:~~

~~— Proposed buildings will be noise attenuated to the level shown on the matrix based on an acoustical study submitted along with building plans.~~

~~— In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, a navigation easement for noise shall be required to be recorded with the County Recorder as a condition of approval of the project. A copy shall also be filed with the affected airport operator. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees and renters of property in conditionally compatible areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.~~

~~Identified uses proposed in noisier areas than the level indicated on the matrix are considered incompatible:~~

~~The directives below relate to the specific conditionally compatible land use categories identified by number on the matrix.~~

~~3. New schools, preschools and libraries located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45.~~

~~4. New residential and related uses located within the CNEL 60-65 contours must be subjected to an acoustical study to assure that interior levels will not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.~~

~~— Residential hotels are defined as those that have 75 percent or more of accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.~~

~~5. Transient Lodging is defined as hotels and motels, membership lodgings (Ys, etc.), suite or apartment hotels, hostels, or other temporary residence units, not defined as residential hotels, above. Within the CNEL 60-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 45. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.~~

~~6. Office buildings include many types of office and service uses: business and business services; finance, insurance, real estate; personal services; professional (medical, legal and educational); and government, research and development and others.~~

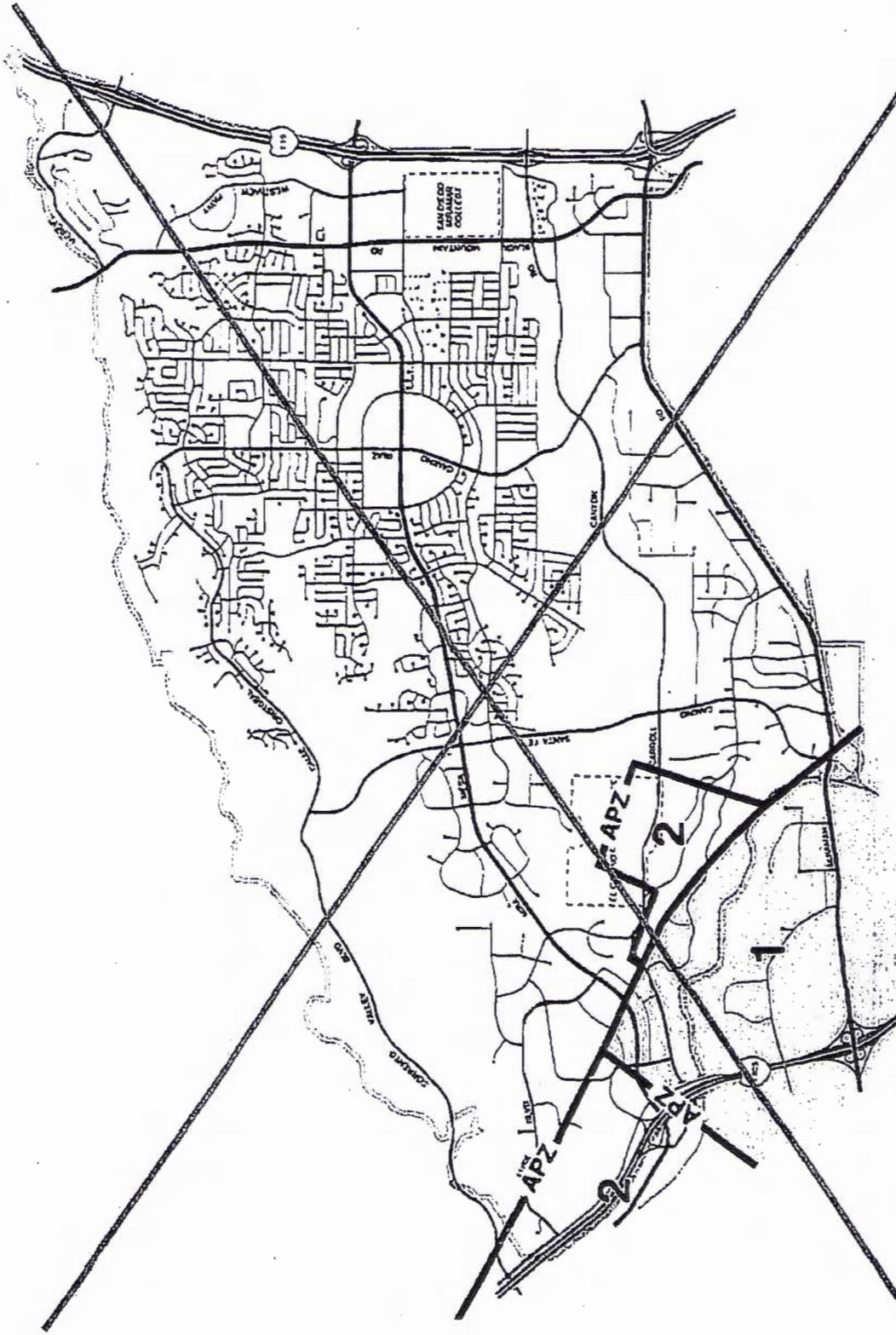
~~Within the CNEL 65-70 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.~~

8. ~~For new commercial retail uses located within the CNEL 65-75 contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed CNEL 50. Appropriate legal notice shall be provided to purchasers, lessees and renters of properties in this conditionally compatible zone in the manner previously described.~~

Accident Potential Zones/Land Use Compatibility

LAND USE	APZ 1	APZ 2	
RESIDENTIAL* APARTMENTS AND TRANSIENT LODGING			
ASSEMBLY AREAS: Schools, Churches, Libraries, Auditoriums, Sports Arenas, etc., Preschools, Nurseries, and Restaurants			
HOSPITALS, SANITARIUMS, AND NURSING HOMES			
OFFICES, RETAIL STORES*	50		<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div style="margin-bottom: 5px;"> Compatible </div> <div style="margin-bottom: 5px;"> 50 or fewer Persons/Acre Conditionally Compatible </div> <div> Incompatible </div> </div>
WHOLESALE STORES MANUFACTURING**	50		
OUTDOOR USES: Playgrounds, Neighborhood Parks, Golf Courses, Riding Stables, Public Right-of-Way	50		

- * Residential land uses include single-family, duplex, mobile homes, multi-family, and retirement home.
- ** Prohibit the above ground storage of flammable, hazardous and toxic materials for those land uses within the accident potential zones; and storage of the material should be in accordance with the most stringent federal, state, and local ordinances and regulations.
- *** It is suggested that lot coverage in APZ1 should be less than 25%; and less than 40% in APZ2.



24
FIGURE

NAS Miramar Accident Potential Zones
Mira Mesa Community Plan



~~ACCIDENT POTENTIAL ZONES/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION METHODOLOGY~~

~~PURPOSE~~

~~The purpose for establishing land use restrictions in accident potential zones is to minimize the number of people exposed to aircraft crash hazards.~~

~~METHODOLOGY~~

~~The intent of these criteria is to limit the density of people within the APZs at any one time. Certain land uses are determined to be compatible because the activity associated with the use may be carried out with essentially no interference or substantial loss of life. Other land uses are determined to be incompatible because the exposure to accident potential is severe. Some land uses are conditionally compatible because the exposure to accident potential is significant but appropriate restrictions are necessary to ensure adequate safety. For those land uses that are conditionally compatible, if the proposed uses generated 50 persons or less per gross acre, the use will be compatible.~~

~~For purposes of this Plan, the Uniform Building Code is used as an initial standard for determining persons per use. Table No. 33-A (1985 Edition of the UBC) indicates the number of square feet per occupant. It is assumed that only 50 percent of UBC maximum occupancy will be present in a particular building. The steps necessary to estimate concentrations of people are as follows:~~

- ~~1. Gross square feet of parcel divided by 43,560 (sq. ft. in acres) equals size of parcel in acres.~~
- ~~2. Divide square footage of proposed building by square feet per occupant as required by the UBC to establish maximum occupancy.~~
- ~~3. Multiply maximum occupancy by 50 percent to establish maximum number of persons expected to be present in use at anyone time.~~
- ~~4. Divide number of persons expected (from #3) by gross acres (from #1).~~
- ~~5. If the resulting number is 50 or less, the proposal will be consistent with the land use policies (assuming any other conditions are met). If the number is greater than 50, the project would be deemed incompatible and should be revised.~~

~~Source: *Airport Land Use Planning Handbook*; Caltrans Division of Aeronautics; July 1983.~~

Torrey Hills Community Plan Amendment

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SAN DIEGO COAST DISTRICT

DOCUMENT NO. RR-306736-9

FILED APR
OFFICE OF
SAN DIEGO

EXHIBIT NO. 6
SAN-MAJ-5-11A
Torrey Hills CP
 California Coastal Commission

TORREY HILLS COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this ~~March 2007-2011~~ posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Hills Community Plan adopted.	February 27, 1997	1154-PC	March 17, 1997	R-228438
Torrey Reserve Gateway	June 4, 1998	P-98-100	June 30, 1998	R-290408
Torrey Hills Plan Boundary			August 4, 1998	R-290606
Holtze Executive Village	June 17, 1999	P-99-074	June 29, 1999	R-291878
Campus at Torrey View	June 27, 2002	P-02-100	July 30, 2002	R-296899
Sorrento-Torrey Hills name change	October 24, 2002	P-02-174	April 28, 2003	R-297905
Torrey Corner	August 31, 2006	4129-PC	November 14, 2006	R-302088
<u>Added MCAS Miramar ALUCP policy language</u>				

Editor's Note: On April 28, 2003, the community name was changed from Sorrento Hills to Torrey Hills. Some references to Sorrento Hills that appeared in prior versions of this Plan have been accordingly changed to Torrey Hills.

village of Ystagua (also known as the Rancheria de Peñasquitos) was encountered by Gaspar de Portola, Juan Crespi and others in their Spanish exploratory party in 1769. This village is located approximately one mile south of the community. Excavation in this area has revealed numerous ceramic, bone, shell and stone items indicating a variety of subsistence and spiritual activities.

Historic land uses within the plan area included primarily agricultural uses. The first major alteration of the environment took place as ranchers grazed cattle. Beginning around 1823 and continuing through the 1960s, this agricultural activity probably began when Captain Francisco Maria Ruiz was granted the Los Peñasquitos Rancho.

Los Peñasquitos Canyon Preserve

The southern border of the Torrey Hills community is formed by the Los Peñasquitos Canyon Preserve, a regionally significant open space resource. A master planning effort is underway to provide a comprehensive management plan for the Preserve. The Master Plan will identify a variety of uses including passive hiking opportunities and interpretive centers. Development adjacent to the Preserve must occur in a manner that does not detract from the park experience. Setbacks along the canyon rim and landscape and architectural treatments will aid in buffering development. Identifying points of access will focus activity areas and protect areas of sensitive habitat.

Utilities and Other Easements

The San Diego Gas and Electric Company (SDG&E) owns an approximately 40-acre parcel in the center of the community. This 40-acre site has been expanded to its buildout facility and accommodates a 230 KV substation. High-tension power lines run east and southeast from the substation (see **Figure 5**). Additionally, a utility corridor carrying major utility lines underground traverses the planning area in a north-south and east-west direction radiating out of the substation.

Land uses in the community have been sited to respond to the SDG&E substation and major utility corridors. Development proposals and grading activities must be coordinated with SDG&E to avoid conflict with transmission lines and underground utilities.

NAS-MCAS Miramar

Naval-Marine Corps Air Station (NASMCAS) Miramar (formerly Naval Air Station Miramar), which is located approximately five miles southeast of Torrey Hills, accommodates between 250,000-350,000 flight operations per year. The Airport Influence Area for MCAS Miramar affects the Torrey Hills Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for

MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above. The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport.

Although all land use development within Torrey Hills is considered compatible with the NAS Miramar CLUP, future residents may experience concern over aircraft noise and overflight. Northerly departures from NAS Miramar from both rotary and fixed-wing aircraft may generate varying degrees of noise and vibration.

Under the 1993 round of military Base Closure and Realignment, NAS Miramar will realign to a Marine Corps Air Station no later than 1999. This realignment will affect flight operations and will increase operational tempo. In order to acknowledge these noise concerns, the Department of the Navy recommends full disclosure of noise generated by flight operations. In addition to Real Estate Transfer Disclosure Statements and Airport Noise Disclosure forms, the Navy recommends full disclosure on all exchanges of title, recorded to deed.

Torrey Pines Community Plan Amendment

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DOCUMENT NO

EXHIBIT NO. 7

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SAN-MAJ-5-11A

OFFICE OF THE
SAN DIEGO

Torrey Pines CP



California Coastal Commission

TORREY PINES COMMUNITY PLAN

The following information has been incorporated into this ~~November 2005~~2011 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Torrey Pines Community Plan Adopted			March 6, 1975	
Comprehensive Plan Update	September 8, 1994	2123-PC	January 10, 1995	R-285183
Certified by the California Coastal Commission February 8, 1996 by Certificate Number 2-95A				
Modifications to the Comprehensive Plan Update as required by the California Coastal Commission			April 16, 1996	R-287205
<u>Added MCAS Miramar</u> <u>ALUCP policy language</u> <u>and deleted references</u> <u>and maps to the NAS</u> <u>Miramar CLUP</u>				

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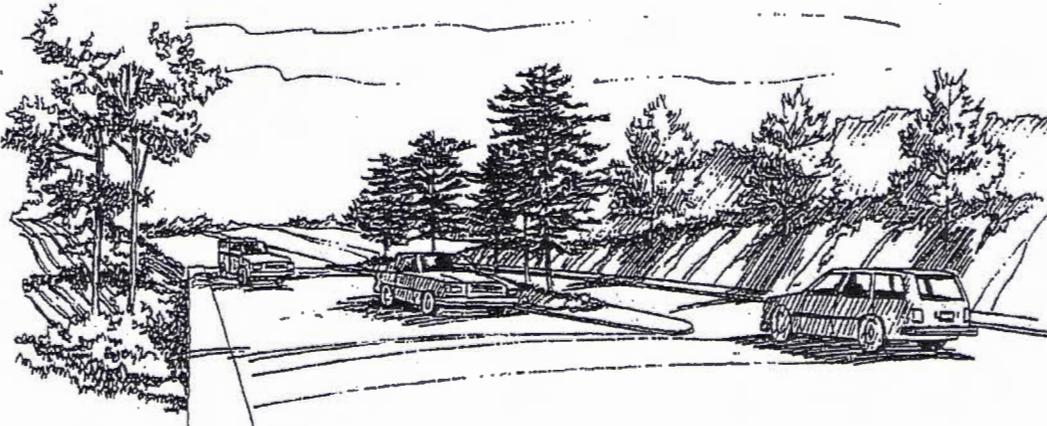
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POLICIES

1. Development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area.
2. As required by the ~~Airport Environs~~ Land Use Compatibility Overlay Zone, development within ~~Sorrento valley~~ the Airport Influence Area shall be consistent with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar (formerly Naval Air Station Miramar) (see Noise Contour and Accident Potential Zone information, Figures 17 and 18, in the Airport Influence Area Appendix).
3. Development proposed adjacent to environmentally sensitive resources shall not adversely impact those resources, and shall, where feasible, contribute to the enhancement of the resource.
4. Redevelopment of industrial areas shall require a Planned Industrial Development permit, until such time as the Zoning Code Update is complete, in order to implement the policies and design guidelines in this element.
5. Continue to maintain the existing, and where feasible, provide additional landscaped islands within Sorrento Valley Road and Sorrento Valley Boulevard.
6. Provide an open space area and pathway system along the Carroll Canyon Creek corridor area.
7. Where feasible, power distribution lines along Sorrento valley Road shall be relocated underground, and those through Los Peñasquitos lagoon shall be relocated outside the floodplain area.
8. New industrial development projects should provide outdoor seating/eating areas for employees, as well as bicycle lockers/racks, and shower and locker room facilities.



D. NAS-MCAS MIRAMAR

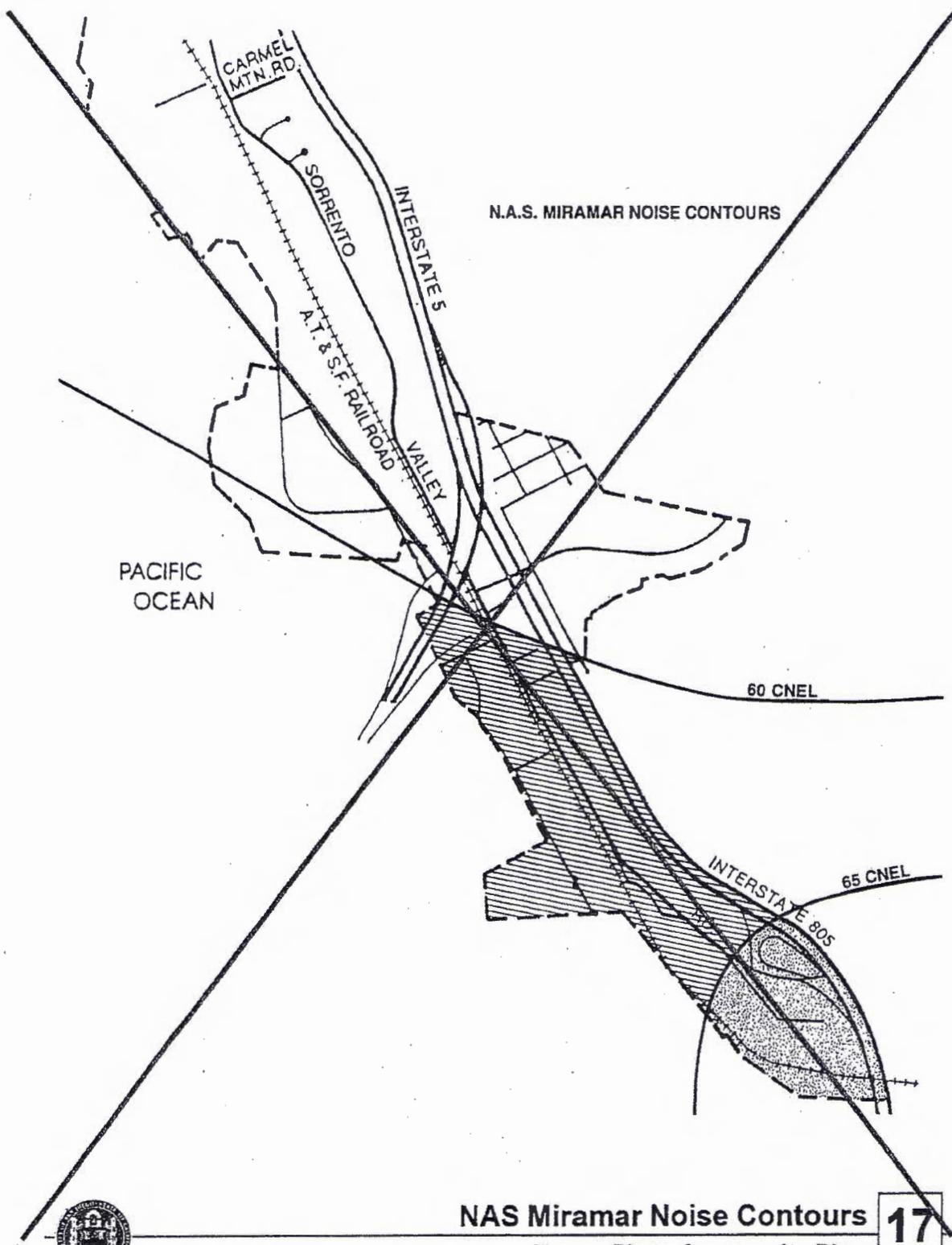
The Naval Marine Corps Air Station (NASMCAS) at Miramar, although located a couple of miles southeast of the Torrey Pines community planning area, represents some influence on land use within the southern portion of Sorrento Valley.

NAS-MCAS Miramar accommodates approximately 225,000 flight operations per year. Air air operations include departures to the west via the Seawolf corridor, departures to the north via the Julian departure corridor, arrivals from the east, Fleet Carrier Landing Practice conducted over a southern loop, and touch-and-go exercises conducted over a northern loop. The San Diego Association of Governments (SANDAG), in its authority as the region's Airport Land Use Commission, has adopted a Comprehensive Land Use Plan (CLUP) for NAS Miramar to protect the airport from incompatible land uses and provide the city with development criteria that will allow for the orderly growth of the area surrounding the airport.

The CLUP identifies the areas that are affected by noise resulting from air operations and the types of land uses that are compatible within these areas. The CLUP also identifies the areas that are most susceptible to an accident and should, therefore, be protected from high-intensity development. The types and intensities of land uses that are compatible in these areas are also provided.

The following pages indicate where the accident potential zones and noise contours affect the Sorrento Valley area, and how these restrict planning and development in the area.

The Airport Influence Area for MCAS Miramar affects the Torrey Pines Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar and is divided into two review areas. Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above.



NAS Miramar Noise Contours

Torrey Pines Community Plan

17
FIGURE

Airport Noise/Land Use Compatibility Matrix

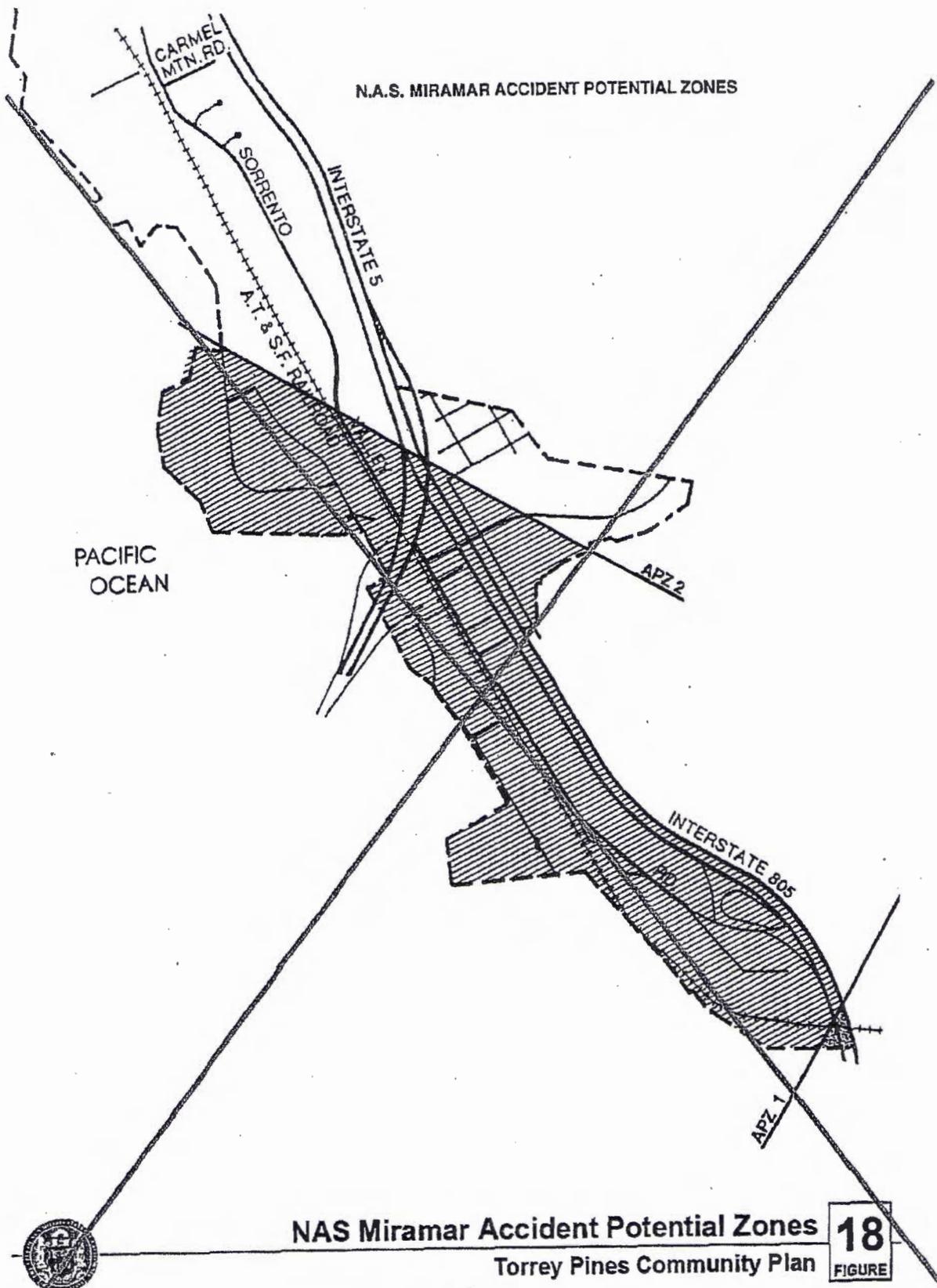
LAND USE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES			45		
4. RESIDENTIAL- SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES			45		
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING, AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES			45	45	
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES				50	
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS				50	50
9. COMMERCIAL-WHOLESALE; INDUSTRIAL-MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, AND PUBLIC R-O-W					

 **COMPATIBLE**
 THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL IS SUFFICIENTLY ATTENUATED BY CONVENTIONAL CONSTRUCTION THAT THE INDOOR NOISE LEVEL IS ACCEPTABLE, AND BOTH INDOOR AND OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE FROM AIRCRAFT NOISE.

 **45**
CONDITIONALLY COMPATIBLE
 THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR LEVEL SHOWN, AND THE OUTDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.

 **INCOMPATIBLE**
 THE DAY/NIGHT AVERAGE SOUND LEVEL IS SEVERE. ALTHOUGH EXTENSIVE MITIGATION TECHNIQUES COULD MAKE THE INDOOR ENVIRONMENT ACCEPTABLE FOR PERFORMANCE OF ACTIVITIES THE OUTDOOR ENVIRONMENT WOULD BE INTOLERABLE FOR OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE.

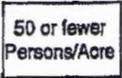
NOTE: This matrix should be used with reference to the Implementation Directives shown on the following page.



NAS Miramar Accident Potential Zones
Torrey Pines Community Plan

18
FIGURE

Land Use Compatibility in Accident Potential Zones

LAND USE	APZ 1	APZ 2	
RESIDENTIAL ^a APARTMENTS, AND TRANSIENT LODGING			
ASSEMBLY AREA Schools, Churches, Libraries, Auditoriums, Sports Arenas, etc., Preschools, Nurseries, and Restaurants			
Hospitals, Sanitariums, and Nursing Homes			
OFFICE, RETAIL STORES ^c	50		 COMPATIBLE
WHOLESALE STORES, MANUFACTURING ^{b, c}	50		 50 or fewer Persons/Acre CONDITIONALLY COMPATIBLE
OUTDOOR USES: Playgrounds, Neighborhood Parks, Golf Courses, Riding Stables, Public Right-of-Way	50		 INCOMPATIBLE

- a. Residential land uses include single family, duplex, mobile homes, multifamily and retirement homes.
- b. Prohibit the above ground storage of flammable, hazardous and toxic materials for these land uses within the accident potential zones; and storage of the material should be in accordance with the most stringent federal, state and local ordinances and regulations.
- c. It is suggested that lot coverage in APZ 1 should be less than 25%; and less than 40% in APZ 2.

and the Community Plan Implementation Overlay Zone (CPIOZ) should be used to review proposed development.

I. Re-use of Industrial Lands

Redevelopment of industrially zoned land should require a Planned Industrial Development Permit. Those properties restricted by the CPIOZ should be reviewed for consistency with the guidelines set forth in the Development Intensity section of this plan.

Existing, underzoned (A1-10, R1-5000) industrial land shall require a Planned Industrial Development Permit.

IV. LAND USE PROPOSAL SUMMARY

The location of industrial development for the community is detailed in **Figure 34**. Industrial uses proposed for the community consist of "scientific research," and "restricted industrial."

North Torrey Pines mesa, Campus Point, Eastgate Technology Park, Subarea 31, portions of Subarea 29 and the City-owned Pueblo land south of La Jolla Village Drive and west of I-805 are designated for scientific research development. The University community is unique because of its proximity to a world-class university specializing in high technology, and scientific research and development. Scientific research uses supportive of UCSD and related scientific uses should be encouraged to develop in this area of the city. Multi-tenant office development is prohibited.

The designation for property covered by the Navy-Federal Government easements located east of I-805 is "restricted industrial." Subarea 31 (also affected by Navy-Federal Government easements) is designated for scientific research reflecting its proximity to UCSD and the core of the community. Commercial office development is prohibited in this area, however accessory office and retail commercial is permitted as supportive uses for the industrial development in accordance with the Comprehensive Airport Land Use Compatibility Plan for MCAS Miramar. Subarea 98, although not affected by the Navy-Federal Government easements, is also designated as restricted industrial. While it is recognized that this area is not restricted by Federal Government Navy-easements, the density and light industrial uses allocated in the Development Intensity Element is based on the location of the property in relation to the core and to the fact that there is a similar density limitation for the light industrial areas to the east in Mira Mesa.

component is highly desirable, as well as the development of additional mall areas or urban open spaces. Regents Park, located at the northwest corner of La Jolla Village Drive and Genesee Avenue, was approved for such community-serving uses as a conference/exhibit area, and community workshop and facilities area. The partnership of private development providing community services should be encouraged for major development in the community.

F. Other Public Facilities

1. City-owned Parcel

The City-owned parcel east of University Gardens Park is designated in this Plan for institutional use. The institutional overlay zone has also been applied. A portion of the parcel is affected by the 65 CNEL noise contour created by NAS-MCAS Miramar. The area west of the 65 CNEL line could be developed for use as a school or other institution, while the area east of the 65 CNEL could be used as a church site or other institutional uses compatible with the NAS-MCAS Miramar Comprehensive Airport Land Use Compatibility Plan. No improvements or landform alteration may occur within 250 feet of Gullstrand and common access (if the parcel is subdivided) is to be provided on Governor Drive from a point east of the 65 CNEL. A 25-foot buffer is proposed between any buildings and all residential property. No development should occur on the steep slopes adjacent to the park. (This property was offered to residents in the area for purchase as open space through an assessment district. Due to a lack of interest, the City is proceeding with its sale or lease.)

2. Redevelopment of Institutional Sites

Redevelopment of any sites designated for institutional use in South University City (except the City-owned parcel noted above under F.1.) may occur in accordance with the underlying residential zone without the need for a community plan amendment.

G. Utilities

1. Electrical Utilities

Where it is economically feasible, overhead utility lines should be replaced by underground facilities. Undergrounding is not practical for transmission lines, however new development should provide for the undergrounding of distribution service utility lines. If additional distribution lines are proposed in the community, they should be carefully reviewed for environmental, land use and aesthetic impacts.

2. Sewer and Water Facilities

Private development should finance its public utility needs and provide improvements both off-site and on-site in accordance with present Council policy.

II. GOALS

- A. Develop and maintain a public school system that will enable all students to realize their highest potential. Pursue the realization of integrated residential neighborhoods to achieve an integrated school system.
- B. Provide a high level of service in police and fire protection.
- C. Encourage the multipurpose use of existing community and private facilities.

III. PROPOSALS

A. Public Schools

1. Elementary Schools

Any new schools proposed in the community should only be developed after a review of available school capacity in the community and the consideration of alternative methods of meeting school needs.

2. Future Needs

The capacities and enrollments of schools in the community should be monitored to ensure that any additional facilities can be constructed in sufficient time to preclude overcrowding of the schools.

3. Location

If additional school facilities are needed beyond those shown in Figure 35 the facilities should be located outside of any Safety Accident Potential Zone and the 65-decibel noise contour from Airport Land Use Compatibility Plan for NAS MCAS Miramar.

4. Multipurpose Use of Educational Facilities

The use of school facilities should be maximized by encouraging use of the recreational facilities, sports fields, libraries and meeting rooms for a variety of activities by the community at large.

B. Education Facilities

The UCSD campus should continue to provide educational services and cultural enrichment to the community at large through public use of the museums and libraries and participation in their programs and special events. For maximum efficiency, it is important that linkages and directional signs be constructed to connect other City and community facilities with the state-run campus.

1. Torrey Pines City Park

The Torrey Pines City Park consists of 144 acres of land south of the State Reserve. The park includes a 1,000-foot-long strip of City beach, coastal bluffs, two coastal canyons and a section of mesa top. The park is generally undeveloped, but current uses of the site include hang gliding, model gliding and beach-associated recreation.

2. Torrey Pines Golf Course

The Torrey Pines Golf Course is located northeast of the Torrey Pines City Park. The two golf courses on this mesa have attained national recognition. In addition to the golf course proper, the area includes some lease sites for commercial facilities supportive of the golf course.

3. Rose Canyon

Rose Canyon consists of a well-defined valley floor bordered on the south by steep slopes. Vegetation in the canyon includes mature sycamore and oak trees and other riparian vegetation in the valley bottom, native chaparral species, particularly on the north-facing slopes, and grasses. Major branches of Rose Canyon extend to the north, particularly in the areas east of I-5 and east of the town center. The steep slopes and pronounced valley floor are important scenic assets to the community and can serve to separate and define the neighborhoods to the north and south.

4. San Clemente Canyon

San Clemente Canyon consists of a fairly broad floodplain and steep slopes. Dense stands of mature oak and sycamore trees make this canyon particularly valuable for its native riparian habitat and associated fauna. Approximately 467 acres are owned by the City of San Diego comprising the partially developed Marian R. Bear Memorial Park. Park development has been restricted to a few parking lots, picnic tables, restroom facilities and a hiking trail. Several branches of San Clemente Canyon extend to the north and three branches in the University community are currently preserved as open space by easement. A branch of the canyon also extends into Standley Community Park. Although the update of the Clairemont Mesa Plan shifted the boundary between the University and Clairemont Mesa communities from the southern boundary of the park to SR-52, San Clemente Canyon remains a major open space resource for the University community.

5. Sorrento Valley and Soledad Canyon

The hillsides and canyons along Sorrento Valley and Soledad Canyon form a natural northern boundary to the community. Some of these slopes contain dense stands of native chaparral, while other sections have been disturbed and are vegetated primarily with grasses. This scenic system of slopes preserves native species and natural topography, has value in identifying and separating communities and serves as a scenic resource. Portions of this area are impacted by the noise and crash hazard from NAS-MCAS Miramar.

B. UCSD Open Space

The UCSD campus, although not regulated by these Plan recommendations, is an integral part of the "functional community." Given the close physical, social and economic relationship of UCSD to the University community, the recreational facilities and open spaces of the campus should be integrated with those of the community.

The recreation areas on campus serve primarily the students, faculty and staff of the University. The UCSD main campus contains 61.4 acres of recreational facilities and a total of 126.4 recreational acres are proposed in the Long Range Development Plan (1989). The recreation areas will be located along North Torrey Pines Road and in the central campus area, on both sides of I-5. Currently, 300 acres are undeveloped but long-range plans propose 140 acres as a natural reserve area. Most of the nature reserve would be located on the south side of Genesee, west of I-5 and adjacent to open space slopes along I-5 and adjacent to open space slopes along I-5 and Sorrento Valley.

C. Other Open Space Areas

Several open space areas are interspersed throughout the community, primarily in the form of easements or private open space in planned residential developments. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5 and Sorrento Valley.

The land in Navy-Federal Government ownership within the community plan area is currently vacant. It is anticipated that much of this land will remain in open space because of the noise and crash hazard from NAS-MCAS Miramar activities. In addition, some of the land north of Eastgate Mall and east of I-805 will remain undeveloped because of Federal Government Navy easements limiting coverage to 25 percent, as well as steep hillsides and other environmental factors.

D. Population-Based parks

In addition to open space areas of regional significance the University community contains population-based parks to serve local recreation needs. Population-based parks include neighborhood parks, community parks and recreation centers. Neighborhood parks ideally serve between 3,500 and 4,000 persons living within a walking distance of one-half mile. Community parks should serve 18,000 to 24,000 residents within a 1-1/2 mile radius. The community park is intended to provide a wider range of facilities than neighborhood parks, including athletic fields and courts, picnic and play areas, and a recreational building. Existing parks and their development status are listed in Table 9; park locations are illustrated on Figure 24.

III. GOALS

- A. Preserve the natural resources of the community through the appropriate designation and use of open space. Major topographic features and biological resources should be preserved as undeveloped open space.
- B. Provide a system of population-based parks to meet the community's needs for outdoor recreation.
- C. Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity and separate incompatible land uses.
- D. Promote public health and safety by designating areas with high potential for landslides, earthquake faults or aircraft accidents as open space.
- E. Develop a linkage system to connect recreational and natural open space areas throughout the community.

IV. PROPOSALS

A. Regional and Resource-Based Open Space

1. General

It is proposed that the Torrey Pines Mesa and coastal area, Sorrento Valley and Soledad Canyon hillsides and canyons, Rose Canyon, San Clemente Canyon and areas most severely impacted by aircraft overflights be preserved as open space. Designated open space is illustrated in **Figure 25**.

2. Torrey Pines City Park

The park should be developed to enhance unique recreational opportunities, such as beach access and gliding activities, while preserving existing biological and archaeological resources and topographic features.

- a. Future improvements to the City Park should be designed to promote public safety and minimize future environmental damage.
- b. The two coastal canyons should be preserved in a natural condition. Presently disturbed vegetation should be restored.

3. Torrey Pines Golf Course/Hotel Development

The golf course facilities should continue to be operated for the benefit of San Diego residents. The additional development of hotel or other facilities should be compatible with the Airport Land Use Compatibility Plan for MCAS Miramar Naval Air Station.

4. Sorrento Valley - Soledad Canyon Open Space

This open space system includes 1) the Torrey Pines State Reserve, east of North Torrey Pines Road, 2) slopes with a 25 percent or greater gradient on the edge of the Torrey Pines Science Park, Campus Point and adjacent properties, 3) the branch canyon adjacent to I-5 and penetrating the UCSD campus, and 4) the slopes on the south side of the AT & SF Railroad right-of-way, 5) Torrey Pines Science Center.



- a. These areas should be retained in an open and natural state and should either be preserved as natural open space easements or deeded to the City of San Diego for open space.
- b. Any disturbance of the hillsides should be mitigated by contour grading and revegetation with native species.
- c. Steep hillsides facing the canyons should be preserved by establishing open space easements in conjunction with new development.

5. Marine Corps Air Station Miramar Naval Air Station Impacts

In the interest of public health, safety and welfare it is recommended that certain areas influenced by NAS-MCAS Miramar activities be retained as open space per the existing fee ownership of the Navy-Federal Government. (Figure 20)

NOISE ELEMENT

I. EXISTING CONDITIONS

Significant noise impacts within the University community are primarily caused by transportation functions. The three transportation noise sources in the community are aircraft from NAS-MCAS Miramar, vehicles on major roadways and railroad trains along the AT & SF Railroad. The appropriate planning of land use and sensitive project design can minimize noise impacts and provide a more pleasant and productive human environment.

A. Marine Corps Air Station Miramar Naval Air Station

Aircraft operations using the Seawolf Departure from NAS-MCAS Miramar create noise levels within the University community that reach as high as 75 decibels (CNEL). SANDAG, in its authority as the region's The Airport Land Use Commission Compatibility Plan, has derived noise contours and a compatibility matrix for aircraft produced noise impacts (Figures 26 and 27). As these figures indicate, noise levels from NAS-MCAS Miramar exceeding 65 decibels impact the northern and eastern portions of the University community. The most severe noise levels, up to 75 decibels, impact the land along Eastgate Mall and Miramar Road east of I-805.

The land in this area consists of level mesas, partially developed in industrial land uses, and the slopes along Soledad Canyon and Sorrento Valley. The only existing land uses which are incompatible with the SANDAG study Airport Land Use Compatibility Plan are the residential units near the eastern edge of South University and the Torrey Pines Inn. Both of these developments were approved prior to the establishment of SANDAG's aircraft noise compatibility standards.

B. Surface Vehicular Noise

Vehicular traffic along major roadways in the community also generates noise levels exceeding 65 decibels. The area impacted by noise will generally increase as the community develops and traffic volumes approach future projections.

LAND USE	ANNUAL DAY/NIGHT AVERAGE SOUND LEVEL IN DECIBELS				
	55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING, NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES		45			
4. RESIDENTIAL- SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES		45			
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING, AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES		45	45		
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES			50		
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES, OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS			50	50	
9. COMMERCIAL-WHOLESALE; INDUSTRIAL/MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, AND PUBLIC R-O-W					

COMPATIBLE
 THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL IS SUFFICIENTLY ATTENUATED BY CONVENTIONAL CONSTRUCTION THAT THE INDOOR NOISE LEVEL IS ACCEPTABLE, AND BOTH INDOOR AND OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE FROM AIRCRAFT NOISE.

45
 CONDITIONALLY COMPATIBLE
 THE OUTDOOR DAY/NIGHT AVERAGE SOUND LEVEL WILL BE ATTENUATED TO THE INDOOR LEVEL SHOWN, AND THE OUTDOOR NOISE LEVEL IS ACCEPTABLE FOR ASSOCIATED OUTDOOR ACTIVITIES.

50
 INCOMPATIBLE
 THE DAY/NIGHT AVERAGE SOUND LEVEL IS SEVERE. ALTHOUGH EXTENSIVE MITIGATION TECHNIQUES COULD MAKE THE INDOOR ENVIRONMENT ACCEPTABLE FOR PERFORMANCE OF ACTIVITIES THE OUTDOOR ENVIRONMENT WOULD BE INTOLERABLE FOR OUTDOOR ACTIVITIES ASSOCIATED WITH THE LAND USE.

NOTE: This matrix should be used with reference to the Implementation Directives shown on the following page.

Land Use Compatibility with Annual Noise Equivalent Levels Produced by NAS Miramar Operations **39**
 University Community Plan **FIGURE**



AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX IMPLEMENTATION DIRECTIVES

The noise and overflight policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations.

All the uses specified are "compatible" up to the noise level indicated. Specified uses are also allowed as "conditionally compatible" in the noise levels shown if two specific conditions are met and certified by the local general purpose agency:

- Proposed buildings will be noise attenuated to the level shown on the matrix based on acoustical study submitted along with building plans.
- In the case of discretionary actions, such as approval of subdivisions, zoning changes, or conditional use permits, a navigation easement for noise shall be required to be recorded as a condition of approval of the project. For all property transactions, appropriate legal notice shall be given to all purchasers, lessees and renters of property in "conditionally compatible" areas which clearly describes the potential for impacts from airplane noise associated with airport operations. Notice also will be provided as required on the state Real Estate Disclosure form.

Identified uses proposed in noisier areas than the level indicated on the matrix are considered "incompatible."

The directives below relate to the specific "conditionally compatible" land use categories identified by number on the matrix:

1. New schools, preschools and libraries located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that interior levels will not exceed 45 dB DNL.
2. New residential and related uses located within the 60-65 dB DNL contours must be subjected to an acoustical study to assure that interior levels will not exceed 45 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.

"Residential hotels" are defined as those that have 75 percent or more of accommodations occupied by permanent guests (staying more than 30 days) or those hotels which have at least 50 percent of their accommodations containing kitchens.

3. Transient Lodging is defined as hotels and motels, membership lodgings (Y's, etc.), suite or apartment hotels, hostels, or other temporary residence units, unless 75 percent or more users are permanent residents. Within the 60-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 45 dB DNL.

~~Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.~~

~~4. Office buildings include many types of office and services uses: business services; finance, insurance, real estate; personal services; professional (medical, legal and educational); and government, research and development and others. Within the 65-70 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.~~

~~5. For new commercial retail uses located within the 65-75 dB DNL contours, buildings must be subjected to an acoustical study to assure that interior levels do not exceed 50 dB DNL. Appropriate legal notice shall be provided to purchasers, lessees, and renters of properties in this conditionally compatible zone in the manner previously described.~~

Primary sources of roadway noise will include I-5, I-805, SR-52, La Jolla Village Drive, Nobel Drive, Genesee Avenue, Regents Road, Eastgate Mall, Miramar Road and North Torrey Pines Road.

The Atchinson, Topeka and Santa Fe Railroad is a source of intermittent noise along Rose Canyon and Sorrento Valley. Peak noise levels from trains can exceed 85 decibels at 100 feet from the track. Noise levels currently do not exceed 65 decibels as close as 25 feet from the track because of the intermittent nature of the noise. However, if the number of trains per day increases substantially in the future, the railroad could result in significant noise impacts to adjacent properties.

I. GOALS

- A. Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources.
- B. Provide guidelines for the mitigation of noise impacts where incompatible land uses are located in a high noise environment.

II. PROPOSALS

- A. ~~The development of land uses incompatible with the SANDAG study Airport Land Use Compatibility Plan or subsequent similar studies on aircraft noise should be prohibited. The Plan proposes that much of the area impacted by this noise source be developed with industrial and scientific research uses or retained as open space.~~
- B. Encourage and where possible assist the Navy Federal Government in its acquisition of land or easements surrounding NAS-MCAS Miramar to ensure that the land uses are compatible with noise from airport operations.
- C. Mitigation measures should be evaluated for their effectiveness, visual impact, energy efficiency and economic efficiency.

SAFETY ELEMENT

Two safety hazards within the University community include geologic hazards and the accident potential from aircraft operations at ~~NAS~~ MCAS Miramar. This element identifies the locations of these hazards and provides guidelines to maximize public safety.

I. EXISTING CONDITIONS

A. Geologic Hazards

Geologic risks within The City of San Diego have been mapped in the Seismic Safety Study for The City of San Diego by Woodward-Gizienski & Associates and F.B. Leighton & Associates (May 1974). This study indicates potential locations for faults, unstable slopes, ground failures, unstable coastal bluffs and other terrain conditions. Geologic hazards within the University community are illustrated on Figure 40 and are summarized below:

1. Faults

The closest known fault system that appears capable of generating a damaging earthquake is the Rose Canyon Fault Zone, located southwest of the community. Several faults within this zone are considered potentially active and a high risk. The only other potentially active fault in the area is the Carmel Valley Fault, located on the Torrey Pines State Reserve and adjacent properties. Several faults also cross North University, primarily in the Torrey Pines Fault Zone. These faults are considered inactive and a moderate safety risk.

2. Landslides and Slope Instability

Old landslides and landslide-prone formations are the principal non-seismic geologic hazards within the community. Conditions that contribute to slope instability include slope inclination, rock orientation of the bedding, soil characteristics, and the presence of groundwater.

Slopes with a moderate or high risk of slope failure occur along the coastal bluffs and canyons west of Torrey Pines mesa and along the south side of Sorrento Valley. Some slopes along Rose Canyon and San Clemente Canyon have a moderate or high risk of landslides. In addition, many localized landslide areas of high risk occur throughout the Plan area.

3. Coastal Bluff Instability

The coastal bluffs west of Torrey Pines Mesa are highly unstable because joints and fractures inherent in the formation material are weakened by erosion

from mesa-top runoff and groundwater seepage. Landslides, block falls and talus failures are among the identified hazards.

4. Flooding and Liquefaction

The only locations in the community subject to inundation during a 100-year frequency flood are the lower portions of Rose Canyon and San Clemente Canyon. These areas will be retained as open space by either City ownership or easements so flooding impacts on development are not expected. The potential for damage caused by liquefaction is considered to be low in these drainages and would not represent a constraint to land use.

B. Marine Corps Air Station Miramar Naval Air Station

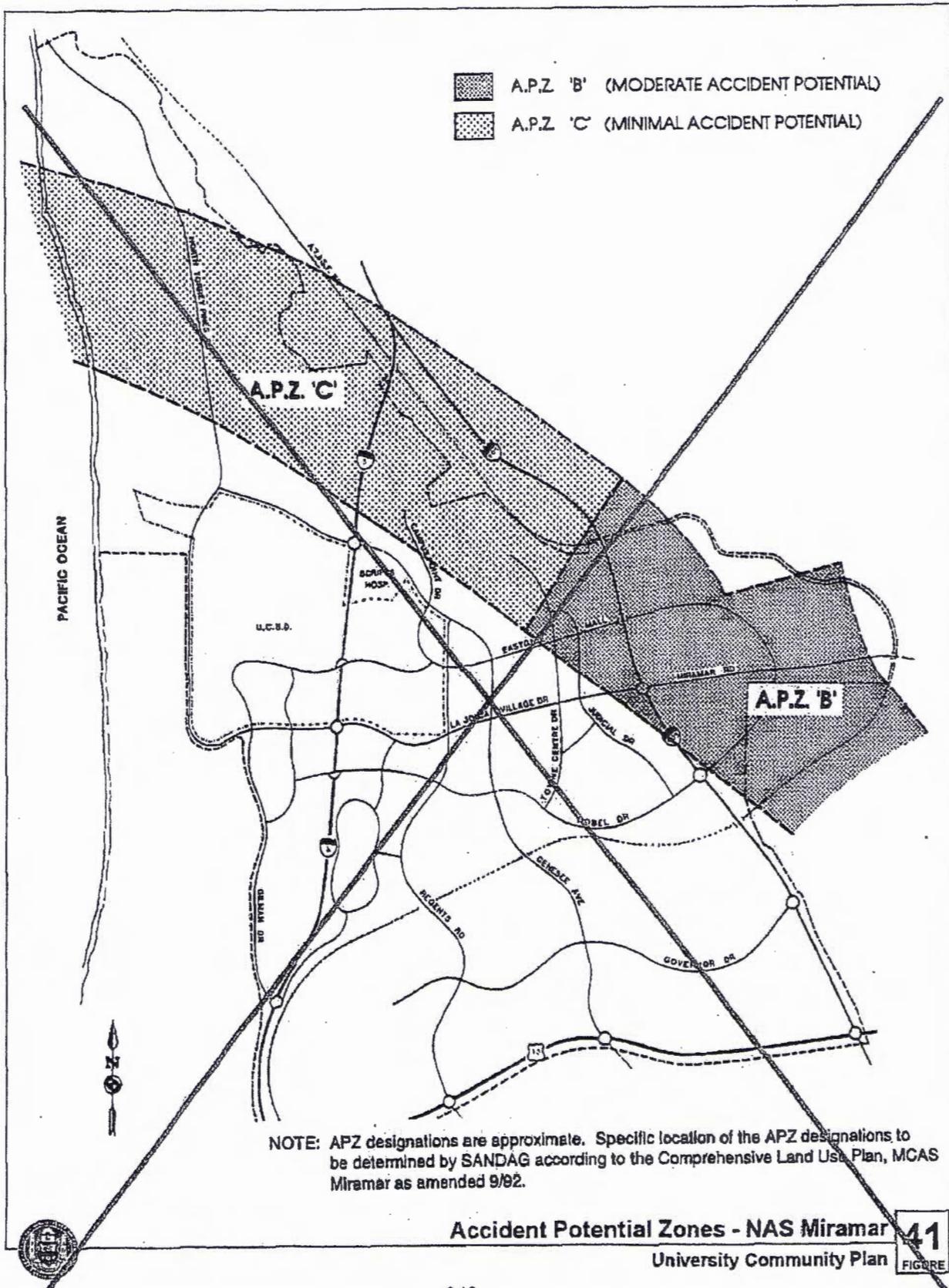
A portion of the University community is impacted by the aircraft accident potential from NAS-MCAS Miramar. Departures to the west along the Seawolf Departure create a safety hazard for the areas along Eastgate Mall, Miramar Road, Sorrento Valley and adjacent slopes and the Torrey Pines mesa.

The NAS-MCAS Miramar Comprehensive Airport Land Use Compatibility Plan delineates the boundaries of the Safety Zones two (Accident Potential Zones I and II and a Transitional Zone and the Airspace Protection Area). Only the northeast section of the community is impacted by Accident Potential Zone 1. The mesas and slopes north of Genesee Avenue and portions of the Torrey Pines mesa are located within APZ 2. The locations of the Accident Potential Zones are illustrated in Figure 41.

The Airport Land Use Compatibility Plan ~~Navy has defined~~ defines the types of land uses which are compatible with the ~~crash hazard~~ Safety Zones. The matrix in Figure 42 illustrates which ~~land use types are considered suitable for the two APZ zones, according to the AICUZ study and Miramar Comprehensive Land Use Plan prepared by SANDAG.~~ Further, the Navy-Federal Government has purchased in fee those properties which are most critical to the maintenance of a safe departure corridor.

II. GOALS

- A. Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards.
- B. Ensure that proposed development does not create or increase geologic hazards either on- or off-site.
- C. Promote public safety by taking into account aircraft accident potential in the placement of structures and activities.
- D. Provide for the safe operation of NAS-MCAS Miramar through the preservation of appropriate departure corridors.



SOURCE: 1976 AIR INSTALLATION COMBATIBLE USE ZONE (AICUZ) STUDY: N.A.S. MIRAMAR

LAND USE	APZ A	APZ B	APZ C
RESIDENTIAL-SINGLE FAMILY, DUPLEX, AND MOBILE HOMES			1
RESIDENTIAL-MULTIPLE FAMILY			
TRANSIENT LODGING			
SCHOOL CLASSROOMS, LIBRARIES, AND CHURCHES			
HOSPITALS AND NURSING HOMES			
AUDITORIUMS, CONCERT HALLS AND MUSIC SHELLS			
SPORTS ARENAS, AND OUTDOOR SPECTATOR SPORTS			
PLAYGROUNDS AND NEIGHBORHOOD PARKS			
GOLF COURSES, RIDING STABLES, WATER RECREATION, AND CEMETERIES	3	2	
OFFICE BUILDINGS, PERSONAL, BUSINESS AND PROFESSIONAL			
COMMERCIAL-RETAIL, MOVIE THEATERS, AND RESTAURANTS			
COMMERCIAL-WHOLESALE, SOME RETAIL, INDUSTRIAL, MANUFACTURING, AND UTILITIES		4	
LIVESTOCK FARMING, AND ANIMAL BREEDING			
AGRICULTURAL (EXCEPT LIVESTOCK), MINING AND FISHING	3		
PUBLIC RIGHT-OF-WAY			
EXTENSIVE NATURAL RECREATION AREAS			

INTERPRETATION

 CLEARLY ACCEPTABLE

EXPOSURE TO ACCIDENT POTENTIAL IS SUCH THAT THE ACTIVITIES ASSOCIATED WITH THE LAND USE MAY BE CARRIED OUT WITH ESSENTIALLY NO INTERFERENCE OR SUBSTANTIAL LOSS OF LIFE AND PROPERTY.

 NORMALLY ACCEPTABLE

EXPOSURE TO ACCIDENT POTENTIAL IS GREAT ENOUGH TO BE OF SOME CONCERN, BUT DENSITY OF PEOPLE AND STRUCTURES, WHEN PROPERLY PLANNED, WILL ALLOW THE ACCIDENT POTENTIAL ENVIRONMENT TO BE ACCEPTABLE.

 NORMALLY UNACCEPTABLE

THE EXPOSURE TO ACCIDENT POTENTIAL IS SIGNIFICANTLY MORE SEVERE, SO THAT UNUSUAL DENSITY RESTRICTIONS ARE NECESSARY TO ENSURE ADEQUATE SAFETY OF LIFE AND PROPERTY.

 CLEARLY UNACCEPTABLE

THE EXPOSURE TO ACCIDENT POTENTIAL AT THE SITE IS SO SEVERE, DUE TO POTENTIAL LOSS OF LIFE AND PROPERTY, THAT PERFORMANCE OF LAND USE ACTIVITIES IS PROHIBITIVE.

1. SUGGESTED MAXIMUM DENSITY OF 1-2 DU/ACRE, POSSIBLY INCREASED UNDER A PLANNED UNIT DEVELOPMENT, WHERE LOT COVERAGE IS LESS THAN 20%.
2. CLUBHOUSES, RIDING RINGS WITH LARGE CLASSES, CHAPELS NOT RECOMMENDED.
3. GOLF COURSE. AGRICULTURE MAY BE ACCEPTABLE IF TREES, FENCES DO NOT POSE A NAVIGATIONAL HAZARD.
4. MANUFACTURE OF PETROLEUM, CHEMICAL OR SIMILAR PRODUCTS HAVING A SERIOUS FIRE OR EXPLOSION POTENTIAL CLEARLY UNACCEPTABLE.

Land Use Suitability in Accident Potential Zones

University Community Plan

42
FIGURE

III. PROPOSALS

A. Geologic Hazards

1. Geologic Studies

When geologic hazards are known or suspected, a geologic reconnaissance should be performed prior to project approval to identify development constraints. This requirement would supplement the need for a full geotechnical report, which may be required at a later time in the permit process.

2. Hydrology

Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid over-watering.

3. Vegetation

Native vegetation should be retained where possible. Graded slopes should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions.

4. Torrey Pines City Park

Any future improvements to the City park should be designed to promote public safety and minimize further bluff damage. Pedestrian walkways and other improvements along the bluffs should be placed so as to avoid and prevent bluff instability hazards.

B. Marine Corps Air Station Miramar Naval Air Station

1. Compatible Land Uses

New projects in the community should be reviewed by the City for compatibility within the established Accident Potential Zones Airport Influence Area as delineated in both the Air Installations Compatible Use Zones Study (AICUZ) and the Comprehensive Airport Land Use Compatibility Plan (SANDAG) for NAS MCAS Miramar or subsequent similar documents. Where Navy-Federal Government easements are used to control development coverage, height limitations or specific uses, such easements should be considered as providing adequate assurance of compatibility with aircraft accident potential. In all cases, it will be the intention of ~~The~~ the City of San Diego to work with the Navy Airport Land Use Commission and MCAS Miramar in the implementation of the AICUZ and Comprehensive Airport Land Use Compatibility Plan recommendations.

2. Land Use Control

Encourage the fee simple acquisition or the purchase of easements by the Navy Federal Government for land affected by the aircraft accident potential. The safety and airspace protection policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations. Also, encourage the development of a special zone surrounding NAS Miramar to restrict land uses and densities to those compatible with the Accident Potential Zones. In the absence of special zoning, the type and intensity of land use should be controlled through required development standards in planned developments or CPIOZ permits. If areas currently owned by the Navy Federal Government are released into public or private use, special studies and amendments to the community plan should be conducted prior to rezoning or development to ensure traffic and overflight compatibility.

GENERAL PLAN CONSISTENCY ELEMENT

I. INTRODUCTION

As part of the update of the Plan, specific recommendations have been included to implement the goals and objectives of the General Plan.

This Plan contains a number of recommendations which help to meet General Plan goals in the areas of industrial development, commercial development, transportation, housing, urban design and conservation. Outlined below are proposed actions which help to implement or otherwise affect General Plan goals:

II. INDUSTRIAL DEVELOPMENT

This Plan proposes two types of industrial development, scientific research and restricted industrial. The General Plan identifies a citywide shortage of land suitable for manufacturing activities and a need to protect a reserve of manufacturing land from non-manufacturing uses. The restricted industrial designations would permit light manufacturing uses, thereby providing additional land suitable for manufacturing activities. In particular, the restricted industrial area, which is covered by Navy-Federal Government easements, would be protected from encroachment because of the limited permitted uses. The General Plan encourages the development of industrial land that is zoned and provides a full range of community services and facilities. The development of scientific research (SR zone) uses in the North Torrey Pines mesa area, Campus Point and Eastgate Technology Park is consistent with the Plan by providing support services to the University and community.

III. COMMERCIAL DEVELOPMENT

The General Plan recognizes the importance of new shopping centers which combine a mixture of uses such as: housing, retail, offices, and recreation. The high-density mixture of uses proposed for the core areas of the community (University Towne Centre and La Jolla Village Square area) are consistent with the General Plan recommendation. This Plan limits the location of commercial uses in designated industrial and scientific research areas, with the exception of support commercial uses, consistent with the General Plan recommendation regarding preemption of industrial development by non-industrial uses. Proposed neighborhood commercial development to serve the increasing residential population, and additional visitor commercial uses in the community are supportive of the General Plan recommendation to develop a balance of commercial facilities which complement existing commercial areas. This plan provides a range of commercial services including regional, community and neighborhood commercial, visitor commercial and commercial office to serve the community and city.

University Community Plan Amendment

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EXHIBIT NO. 8

SAN-MAJ-5-11A

University CP



California Coastal Commission

UNIVERSITY COMMUNITY PLAN AMENDMENTS

The following amendments have been incorporated into this ~~February 2008-2011~~ posting of this plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
University Community Plan approved.	December 18, 1986		July 7, 1987	R-268789
Applied implementation of CPIOZ "B" and additional development guidelines for specific properties.			January 12, 1988	R-270138
Added Urban Design Element, miscellaneous consistency changes, and modifications to the 1987 community plan required by Coastal Commission.			January 16, 1990	R-274998
Public safety services language amended	August 10, 2006		December 6, 2006	R-302145
<u>Added MCAS Miramar ALUCP policy language and deleted references and maps to the NAS Miramar CLUP.</u>				

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FRAMEWORK OF EXISTING PLANNING DOCUMENTS

Much of the organizational framework of the Plan comes from the several related documents which, along with the Plan, establish planning and development controls within the community (Figure 1). The Plan is not an isolated document; rather, it represents a refinement of citywide goals contained in the City's Progress Guide and General Plan (General Plan) and earlier community plans. The Plan can be thought of as one volume in a library of pertinent documents which includes the General Plan, as well as the North University City Public Facilities Financing Plan and Facilities Benefit Assessment, the Comprehensive Airport Land Use Compatibility Plan for Marine Corps Air Station (MCAS)NAS Miramar (formerly Naval Air Station Miramar), the UCSD Long-Range Development Plan, the North City Local Coastal Program and the University Community Plan Environmental Impact Report.

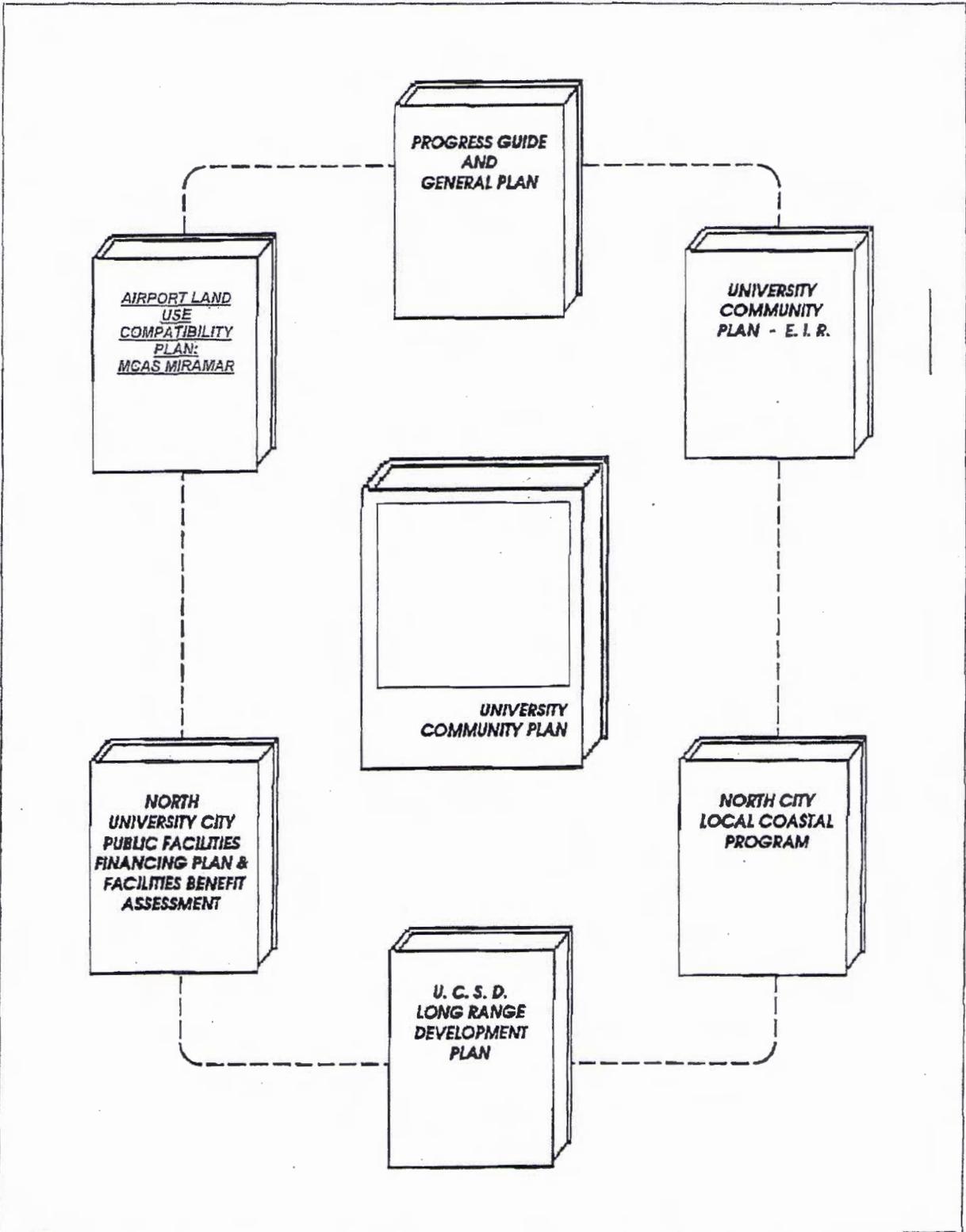
I. PROGRESS GUIDE AND GENERAL PLAN

The General Plan sets forth goals and objectives for the development of San Diego to the year 1995. It establishes the amount of land needed for various uses, and designates general locations for these uses while relating each to the other. It projects the transportation networks necessary to link all future facilities and to permit them to function efficiently. Finally, it enunciates recommendations and measures for achieving General Plan goals and objectives.

With respect to community planning areas, the General Plan establishes a framework for the development of more specific community plans by identifying and locating those facilities that possess citywide or inter-community importance. Moreover, the General Plan provides goals, standards and criteria relating to the need for, and the location of such essential intra-community facilities as neighborhood centers, neighborhood parks, and elementary schools. Within the framework of the General Plan, community plans such as this one are prepared. The Plan relies heavily on the goals and recommendations contained in the General Plan.

II. NORTH UNIVERSITY CITY PUBLIC FACILITIES PLAN AND FACILITIES BENEFIT ASSESSMENT

The General Plan recommends the division of the City into "Urbanized," "Planned Urbanizing" and "Future Urbanizing" areas. The North University portion of the University community is designated in the General Plan as a "Planned Urbanizing" area. City Council Policy 600-28 requires that a plan for the implementation of public facilities be prepared for such urbanizing areas. In order to fulfill the requirement of this policy, the North University City Public Facilities Financing Plan and Facilities Benefit Assessment (FBA) (Financing Plan) has been prepared. This implementation program contains a development forecast and analysis, a summary of existing conditions with respect to public facilities, and a Capital Improvement Program (CIP) which lists needed facilities and an analysis of proposed and recommended financing sources. The Financing Plan also includes a development phasing plan to ensure



Framework of Existing Planning Documents
 University Community Plan

1
 FIGURE

that facilities are provided at their time of need. The object of the FBA, as stated in Council Policy 600-28, is to assure that public improvements in Planned Urbanizing areas will be furnished and financed by the private developers of the community.

III. COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR MCAS/NAS MIRAMAR

The Airport Influence Area for MCAS Miramar affects the University Community. The Airport Influence Area serves as the planning boundaries for the Airport Land Use Compatibility Plan for MCAS Miramar. Airport Influence Area Review Area 1 is comprised of the noise contours, safety zones, airspace protection surfaces, and overflight areas. Airport Influence Area Review Area 2 is comprised of the airspace protection surfaces and overflight areas. The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan for MCAS Miramar to establish land use compatibility policies and development criteria for new development within the Airport Influence Area to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning Element and Noise Element) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone within Chapter 13 of the San Diego Municipal Code. Planning efforts need to address airport land use compatibility issues consistent with airport land use compatibility policies and regulations mentioned above. Acting in its function as the Airport Land Use Commission (ALUC) for the San Diego Region, the San Diego Association of Governments (SANDAG) has produced a set of maps and tables which delimit the compatibility of various land uses with respect to the noise and accident potential associated with the operation of NAS Miramar. Since portions of the University community lie within the NAS Miramar influence area, the compatibility guidelines contained in the Comprehensive Land Use Plan for NAS Miramar represent an overriding development constraint to be recognized by the Plan.

IV. UCSD LONG-RANGE DEVELOPMENT

Because of the major role played by the University of California San Diego (UCSD) in the development of the community, the UCSD Long-Range Development Plan (LRDP) is an important document in the Plan "library." The UCSD LRDP provides data that is essential to the programming of municipal public services and private development to support the University.

V. NORTH CITY LOCAL COASTAL PROGRAM

The California Coastal Act of 1976 requires all jurisdictions within the Coastal Zone to prepare a Local Coastal Program. The Local Coastal Program includes issue identification, a land use plan, and implementation ordinances. In order to respond to individual community concerns, the Local Coastal Program of the City of San Diego has been divided into twelve segments. The Coastal Zone portions of the University

REGIONAL CONTEXT

The traditional concept of the University community planning area as a student-oriented "college town" has undergone a great change in the last decade. The evolution of the community into a major "urban node" has been facilitated by the development of the University Towne Centre as a regional shopping center, the expansion of the Torrey Pines "science/research" concept to include corporate headquarters, and the accessibility of the community to the regional transportation system (Figure 2). Thus, while present and anticipated uses in many ways are complementary to the functions of UCSD, the design and scale of the community are more oriented toward providing a professional environment rather than one that caters specifically to student needs. Some of this orientation may result from UCSD's status as a nationally respected research university. This trend has become a concern of many residents of the community. The current prospects for the community, as evidenced by recent project approvals, is one of high-intensity, innovative, mixed-use development on a scale unmatched by any new urbanizing community of the City. While any loss of potential downtown uses to an urbanizing area such as the University community incrementally erodes efforts to redevelop downtown, the drawing power that the community has demonstrated in attracting new jobs and industries is an asset to the City as a whole. It can also be argued that the function of the University area as an education, research, health services and office park center is dissimilar to the financial, government and cultural functions that are predominant in the downtown area. On the whole, however, the development of a high-intensity University area may be of benefit to the region to the extent that it precludes sprawl or unplanned premature development in the peripheral areas of the City.

PLANNING AREA BOUNDARIES

The University community planning area encompasses approximately 8,500 acres. As Figure 3 indicates, the area is bounded by Los Peñasquitos Lagoon and the toe of the east-facing slopes of Sorrento Valley on the north, the tracks of the Atchison, Topeka, and Santa Fe Railroad, ~~NAS-MCAS~~ Miramar and Interstate 805 (I-805) on the east, State Route 52 (SR-52) on the south, and Interstate 5 (I-5), Gilman Drive, North Torrey Pines Road, La Jolla Farms and the Pacific Ocean on the west. Neighboring communities include Torrey Pines, Mira Mesa, Clairemont and La Jolla. It should be noted that the planning area contains two state-controlled properties—UCSD and Torrey Pines State Reserve—which lie outside the zoning jurisdiction of the City.

GENERAL AREA SETTING

Internally, the University community planning area is characterized by its dominant existing uses, its topography and its major environmental constraints. Taken together, these factors will continue to control the development of the community.

I. DOMINANT EXISTING USES

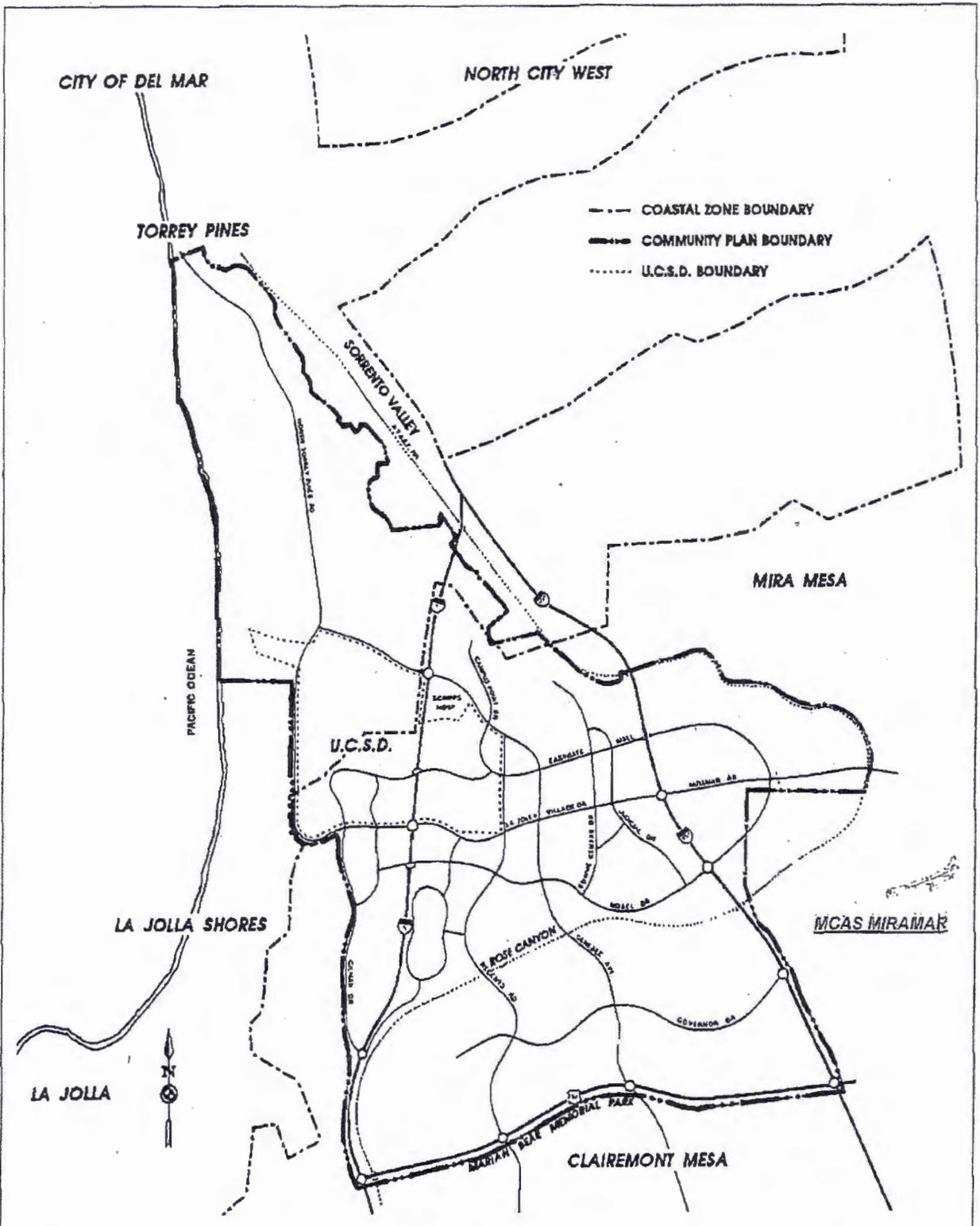
Historically, UCSD has been the focal point of the community. Its continuing evolution has established much of the scale, intensity and pace of private development in the community. A second major focus has been developed in the form of the University Towne Centre, which functions as a major regional commercial center as well as a social center for the community. The research, corporate headquarters and medical centers in the northern portion of the planning area, the major parkland resources of the Torrey Pines, Rose Canyon and San Clemente Canyon areas, and the urbanized South University residential area make up the other major existing uses in the community.

II. TOPOGRAPHY

The landform of the University community planning area is highly varied, consisting of such major topographic features as coastal bluffs, canyon systems, areas of rolling topography and mesa tops. The coastal bluffs are the most scenic landform in the community and lie entirely within the Torrey Pines State Reserve and Torrey Pines City Park. Major canyon systems in the community include Sorrento Valley, Soledad Canyon, Rose Canyon and San Clemente Canyon. In the vicinity of the Towne Centre, the topography is a series of side canyons and rounded ridges which form the transition from the more pronounced major canyons to the mesa tops which generally lie in the vicinity of Miramar Road, north of University Towne Centre and north of UCSD.

III. ENVIRONMENTAL CONSTRAINTS

The environmental constraints which exist in the University community planning area originate from both natural and man-made sources. Major natural constraints are imposed by the habitat and scenic values of the slope areas associated with the coastal zone and the canyon open space systems. Significant man-made constraints include the overflight impacts associated with ~~NAS~~ MCAS Miramar, limitations on access and traffic handling capability and air quality considerations.



Vicinity Map **3**
 University Community Plan **FIGURE**

PLANNING AND DEVELOPMENT HISTORY

In December 1956, the Regents of the University of California presented a report to the State Legislature entitled, "A Study of the Need for Additional Centers of Public Higher Education in California." This report emphasized the steadily increasing enrollment at all branches of the University and recommended that priority be given to the selection of sites for new general campuses to accommodate the growing need for higher education facilities.

It was estimated that a need existed within Southern California for two new major campuses to accommodate an eventual enrollment of 25,000 students each. Twenty-three different sites within the general San Diego metropolitan area were given careful consideration prior to the selection of a site on the Torrey Pines Mesa north of La Jolla.

On July 18, 1958, the Board of Regents passed a resolution which stated "... that a Master Plan of land use in the area can give assurances of necessary housing and community development for services and convenience of a large campus." In response to the Board of Regents' statement and the recommendation of the City Planning Commission, the San Diego City Council endorsed the planning concept by adopting Resolution No. 149364 on August 14, 1958, to "... prepare the new Master Plan of the area adjacent to the proposed La Jolla site of the University of California, including a compatible land use plan and a local highway system to adequately serve the proposed University and its environs." The original Master Plan was adopted by the City Council in January 1960.

Most of the University community's growth during the 1960s occurred in the primarily single-family South University area. During this period, three plan amendments were approved by the City Council in 1961, 1963 and 1965, which reflected modifications in the requirements of the University, the surrounding community and the region. A new plan was drafted in the late 1960s and adopted in 1971.

Subsequent to the adoption of the 1971 plan, the Town Centre core evolved from concept to reality, the impact of the (former) NAS Miramar aircraft noise and accident potential was clearly defined, land market conditions changed in the area, UCSD student population projections were revised and facilities financing proposals contained in the General Plan were pursued through the adoption of new Council policies. In response to these changing conditions, the Planning Department was directed to revise the University Community Plan. For the purpose of providing citizen input, the Council recognized the University Community Planning Group (UCPG) composed of residents, property owners, business people and representatives of UCSD. This effort resulted in the adoption of the 1983 community plan.

In March of 1985, the City Council reviewed and approved a work program to update the 1983 Plan. In conjunction with the Plan update, the City Council voted to adopt an Emergency Building Limitation Ordinance restricting development in the University community to the level specified in the 1983 Plan. This ordinance was adopted to ensure that during the update development would not occur which might preclude a workable circulation system.

Street improvements and other public facilities in support of the 1986 forecast (as revised), above and beyond the 1983 Plan, will be incorporated as part of the North University City Public Facilities Financing Plan and Facilities Benefit Assessment. Further studies on transit improvements and financing are currently being reviewed. These studies include the Metropolitan San Diego Short Range Transit Plan, the North University City Intra-community Shuttle Loop Financing Plan and the Mid-Coast Light Rail Transit (LRT) alignment studies.

B. NAS-MCAS Miramar Overflight Impacts

Land use proposals, as well as the **Noise and Safety Elements** of the Community Plan Draft, have been prepared in conformance with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar. The plan references the Navy's Federal Government's easement acquisition and enforcement program as a controlling land use planning factor in the areas both east and west of Interstate 805.

C. UCSD Long Range Development Plan

This Plan more fully recognizes the importance of UCSD in the community by considering on-campus uses as designated by the University's Long Range Development Plan (LRDP) and by seeking to provide appropriate linkages and design interfaces between the campus and the community. The plan includes uses that are supportive of the University's basic goals of instruction and research.

D. Urban Design

An **Urban Design Element** has been added to the Plan, enhancing and replacing the Subarea Elements which were designated in the 1983 community plan for the purpose of refining land uses and design standards. This element provides a future vision of the University community and recommendations to achieve that vision. The Community Plan Implementation Overlay Zone (CPIOZ) has been applied to implement the urban design guidelines as well as the Development Intensity Element. The **Development Intensity Element** identifies properties to be reviewed under the CPIOZ.

E. Housing/Community Balance

In accordance with the Housing Element of the General Plan, proposals in the Plan call for the development of affordable housing within the community and recommends the use of City-owned properties for this purpose. The Plan also identifies density bonuses as a means of encouraging developers to provide moderate-income housing.

F. State Coastal Act

The land use and site preparation guidelines contained in the Plan are consistent with the adopted proposals contained in the North City Local Coastal Program Land Use Plan. The Planning Commission and City Council adopted these proposals affecting the Coastal Zone in March 1981.

D. Subareas

The character of the community's four subareas will be pronouncedly different as reflected by the urban form, landscape, buildings and people. Distinct images for these subareas should be recognized as an attribute, with transportation and open space linkages providing community cohesiveness.

The Torrey Pines subarea will be the most spacious, with low-scale buildings set in a space dominated by the natural landscape. Contemporary buildings will coexist with the somewhat rural feeling exemplified by the eucalyptus-lined North Torrey Pines Road. This subarea will be considered an example of sensitive development with respect to natural topography and vegetation. Roads lined by Torrey Pines and eucalyptus trees will be the theme of this subarea. Here, there will be ample opportunities for public appreciation of panoramic vistas of Sorrento Valley, the coastal bluffs and ocean. Public paths will provide multi-modal access to such natural resources.

Internationally known institutions will make this area a visitor and business destination in the San Diego region. Except for the existing University buildings, the subarea will contain predominantly low-rise buildings as prescribed by Proposition "O" which limits building height to 30 feet west of I-5.

The Central subarea, as the name implies, will be the most urban subarea characterized by intense, multi-use urban development. It will also be one of the major commercial/office nodes in the City. The bold, contemporary high-rise structures of the Golden Triangle will continue to provide strong identity for the community. The Golden Triangle will be known for the spacious and convenient commercial facilities that have become associated with the Southern California lifestyle.

"Variety without chaos" will be the theme for the Central subarea. A variety of building types, shapes, sizes, colors and materials will be sited in the already established superblock development pattern. The Golden Triangle skyline, with its contrasting visual qualities, will become a landmark in the region. As the Central subarea builds out, its pedestrian orientation will intensify due to the high-density and multi-use nature of development, the presence of University student housing and most importantly because of the proximity of housing adjacent to the Towne Centre.

The Miramar subarea will remain affected by the overflight impacts of NAS-MCAS Miramar. Its visual character will be dominated by open spaces with restricted industrial development. The South University subarea will continue to be a homogeneous, single-family residential neighborhood which draws its distinct identity from Rose Canyon to its north and San Clemente Canyon (Marian Bear Memorial Park) to its south. This identity will be further enhanced by the Regents Road bridge spanning across Rose Canyon. This "greenery" bridge will have landscaping cascading from the side railings blending with the natural beauty of the canyon.

B. SUBAREA 2: CENTRAL

1. Background

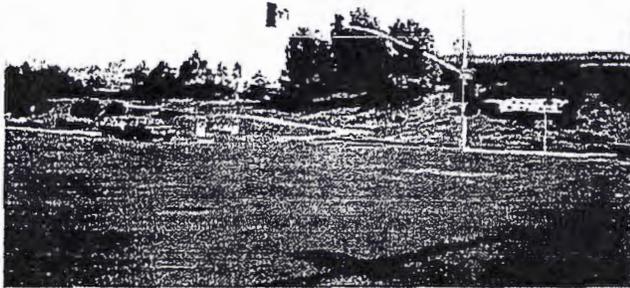
The Central Subarea is bounded by I-805, I-5, Genesee and Regents Roads, La Jolla Village Drive, Gilman Drive, and Rose Canyon (see Figure 14). This subarea is topographically diverse, ranging from the rolling ridges and side canyons near Rose Canyon through mesa areas near Eastgate Mall to the precipitous canyon edges overlooking Sorrento Valley. Excellent access is provided to the subarea by three existing and two proposed interchanges connecting to the interstate freeway system. Its development potential is constrained by open space and steep slope areas, traffic handling capacity of the street system and overflight impacts associated with ~~NAS~~-MCAS Miramar.

The Central Subarea draws its identity from wide streets and superblock development patterns. It is the most urban of the four subareas of the community. It contains two regional commercial centers at the intersections of La Jolla Village Drive and Genesee Avenue, and Nobel Drive and I-5. These centers are connected by a corridor of office and high-density residential development. The Central subarea is a diverse, mixed-use area of relatively intense development. Generally, higher intensities are found in the east-west corridor contained by Eastgate Mall and Nobel Drive, while lower intensities and profiles are found at the edges of the subarea.

Most of the Central Subarea is developed or has received approval for development (see Figure 5). The major area which remains undeveloped, and unplanned, is the La Jolla Village Drive/Judicial Drive/Executive Drive area (Development Intensity Subareas 29, 31 and 37 as described in the **Development Intensity Element** of the adopted Plan). Because of its location immediately west of the intersection of I-805 and La Jolla Village Drive, new development at this location will frame an important entrance into the University community and thus provide an opportunity to achieve the urban design goals of this Plan. Uses permitted in the Development Intensity Subareas 29, 31 and 37 include scientific research, office, visitor commercial and residential. Furthermore, development permitted in Intensity Subarea 31 is constrained by ~~Navy~~-Federal Government easements established because of the crash hazard potential. A small portion of the Central Subarea located northeast of Campus Point is within the Coastal Zone and is subject to the Coastal Zone Regulations.

c. Superblocks

The superblock concept orients activities and amenities towards the interior of developments away from the street. The Central Subarea's superblocks are further "barricaded" from the street by steep landscaped berms or parking structures adjacent to the sidewalks.



Self-contained, introverted, free-standing development patterns characterize the Central Subarea.

d. Overflight Compatibility

A conflict exists between the desire to maximize development potential and yet stay within the use categories and intensities specified by the comprehensive Airport Land Use Compatibility Plan ~~land-use plan for~~ NAS-MCAS Miramar.

e. Impacts On Other Subareas/Communities

Traffic generated by the Central Subarea onto La Jolla Village Drive has an effect on the freeway access capacities available to La Jolla, La Jolla Shores and Mira Mesa. Travel generated by this subarea on Genesee Avenue and Regents Road also affect the operation of these streets as they pass through the South University Subarea. The ability of the street system to handle the additional traffic generated by new developments has become the determining factor in the future planning, design and development of the area.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

OBJECTIVE:

Improve the central community's urban form and cohesiveness as new construction activity continues.

C. SUBAREA 3: MIRAMAR

1. Background

The Miramar Subarea includes all of the planning area east of I-805 (see Figure 15). This area is developed with industrial uses, including warehouses, distribution centers, storage facilities, and automotive-related commercial uses in a typical strip commercial pattern. Aesthetically, the industrial portion on the north side of Miramar Road can be described as a chaotic conglomeration of structures and signs.

~~NAS-MCAS~~ Miramar lies east of the University community planning area. Approximately 750 percent of the aircraft departing the station head in a general northwesterly direction to sea, overflying Subarea 3. To avoid the commercial air ~~lane~~ traffic, the aircraft departing ~~NAS-MCAS~~ Miramar remain at an altitude of 2,000 feet before climbing to higher altitudes. Virtually all the entire area east of I-805 is impacted by average noise levels of 70 decibels (70 CNEL) or greater, and all but a small portion of the eastern edge possesses a significant potential for accidents (Accident Potential Zone ~~BII~~). As a result, most of the area is subjected to both high noise levels and Accident Potential Zone "~~BII~~".

To preclude development which would hinder the mission at ~~NAS-MCAS~~ Miramar, the ~~Department of Defense~~ Federal Government has acquired easements or fee simple title to privately-owned properties located within and adjacent to Accident Potential Zone ~~BII~~. Additionally, the City of San Diego owns considerable acreage within Accident Potential Zone ~~B-II~~ and within areas subject to average noise levels of 65 CNEL or greater.

Approximately one-third of the area consists of slopes with a gradient of 25 percent or greater. The majority of the steep topography are fingers of Sorrento Valley and Soledad Canyon located north and east of Eastgate Mall.

2. Issues

The urban design issues of this subarea relate to aircraft noise, accident potential, topography and the visual impact of industrial development along Miramar Road. The uses and activities which may be provided in this subarea are very limited and must not concentrate large numbers of people.

3. Recommendations

The recommendations which follow consist of two parts: **OBJECTIVE** and **ACCOMPLISHED BY**.

- B. Develop an equitable allocation of development intensity among properties, based on the concept of the urban node.
- C. Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D."

IV. LAND USE AND DEVELOPMENT INTENSITIES

The Land Use and Development Intensity Table below indicates the levels of development intensity permitted by the Plan.

The table below includes the gross acreage (without open space deleted) of parcels in the community. Development potential is based on net acreage (as defined in Section V. D. of this element) to be determined at the time a development application is filed. The square footages for existing development without planned development permits are approximate; the square footage allocated in Table 3 is meant to reflect the actual square footage existing on a site.

The development intensity allocations in Table 3 are not intended as a development right, but are subject to other considerations such as site and building design, zoning requirements and other limitations such as the Navy-Federal Government easements, the Comprehensive-Airport Land Use Compatibility Plan for MCAS Miramar, etc.

In addition to helping to ensure a workable circulation system, the Land Use and Development Intensity Table is meant to ensure a balance of land uses in the community. Projects that differ significantly from the land uses or development intensities in Table 3 as determined by the Planning Director, will be found to be inconsistent with the community plan. Such projects would require a Plan amendment. The major goals of the Plan, such as creation of an urban node, maintaining a balance of land uses and ensuring a workable circulation system, will be considered in evaluating the consistency of any project with the Plan. Development intensity and traffic generation will not be the sole factor upon which consistency will be judged.

TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
37. City Ownership	87.40 14.45	18,000 SF/AC - Scientific Research (Development approval not to be granted until 1995 for Subareas 36 and 37. Development intensity for this area is reduced by transfer to Subarea 11 of 18,000 SF/AC)
38. Towne Centre Apartments (PRD)	23.79	256 DU
39. City Ownership	7-8	30 DU/AC
40. Smith	33.80	25.7 AC (west of 65 CNEEL) - Residential, 1500 DU 8.1 AC (east of 65 CNEEL): 6.7 AC - 162,000 SF - Scientific Research 1.4 AC Accident Potential Zone - not a part
41. Renaissance La Jolla (PDR & PCD)	112.96	2,500 DU 50,000 SF - Neighborhood Commercial
Open Space Easement	15.06	
42. La Jolla Gateway (PCD)	14.17	500,000 SF - Office
43. University Towne Centre (PCD)	75.35	1,061,000 SF - Regional Commercial
44. Vista La Jolla/University Pines	12.26	257 DU
45. Vista La Jolla	14.84	56 DU
46. Nobel Terrace (PRD)	41.05	716 DU
47. Costa Verde Specific Plan	54.00	400 Rooms - Hotel 178,000 SF - Neighborhood/Community Commercial
48. La Jolla Highlands Torrey Heights La Jolla Pines Village Green	17.42	474 DU
49. Genesee Highlands Unit 2	17.87	246 DU
50. Genesee Highlands Unit 3 Open Space Easement	8.61 13.60	211 DU
51. Genesee Highlands Unit 4	26.02	340 DU
52. Playmoor Terrace	11.89	168 DU
53. Genesee Highlands Unit 6	4.78	72 DU
54. Doyle Elementary School School Expansion	12.73 5.88	1000 Students
55. Doyle Community Park	12.63 2.97 4.29	
56.	2.50	50 DU
57.	2.11	139 DU
58. Genesee Highlands Unit 1 Whispering Pines	2.06	60 DU

**TABLE 3 (continued)
LAND USE AND DEVELOPMENT INTENSITY**

Any changes to this table for properties in the Coastal Zone shall require an amendment to the Local Coastal Program.

Subarea/Name	Gross Acres	Land Use and Development Intensity
85. La Jolla Village	6.84	204 DU
86. Villa La Jolla	18.29	548 DU
87. □□□□□□□□□□□□10.85	10.85	456 DU
88. Villas Mallorca	7.04	136 DU
89. Villas Mallorca Phase II		(included in 88)
90. Woodlands North	5.93	120 DU
91. Cambridge	5.24	112 DU
92. Boardwalk La Jolla	8.35	216 DU
93. Broadmoor	10.37	156 DU
94. The Residence Inn	8.50	288 Suites - Hotel
95. Miramar Naval Marine Corps Air Station	176.31	
96.	305.35	Restricted Industrial (see Table 4)
97.	43.22	Restricted Industrial (see Table 4)
98.	41.20	Restricted Industrial (see Table 4)
99. Longpre Auto Sales	6.47	33,650 SF - Auto Sales
100. Governor Park	55.00	913,728 SF - Office
101. City Ownership	.82	15,250 SF/AC - Office
Private Ownership	15.00	Institutional Use (School, Church, etc.)

**TABLE 4
DEVELOPMENT INTENSITIES - RESTRICTED INDUSTRIAL**

The development intensity of this area as indicated below is based on 130 ADT/AC. Development intensities of 131 - 150 ADT/AC may be approved subject to a 25 percent increase in FBA fees.

Subareas 96, 97, 98 - Restricted Industrial ⁽¹⁾	
Large Industrial/Scientific Research	16,250 SE/AC
Small Industrial	9,300 SF/AC
Warehousing/Mini-storage	26,000 SF/AC
Automotive Commercial ^(2 and 3)	3,250 SF/AC

(1) Square footage may not exceed the Navy-Federal Government easement where applicable or that permitted by the underlying zone.

(2) Automotive commercial users are permitted only in Subarea 97.

(3) The 13.2-acre Midway Miramar site may be developed with automotive commercial at 350 ADT/AC.

V. IMPLEMENTATION OF DEVELOPMENT INTENSITY ELEMENT

A. Community Plan Implementation Overlay Zone (CPIOZ) – Ministerial Review (Permit Type “A”)

The CPIOZ is proposed to be the major implementation tool for the Development Intensity Element. This zone should be applied over the northern portion of the community, i.e., all property north of the railroad tracks (see Figure 27). The purpose of the overlay zone will be to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table.

The southern portion of the community should develop in accordance with the existing zoning with the following exceptions: 1) the Governor Park office park shall be subject to the limitations of the Land Use (Subarea 100) and Development Intensity Table through the M-IP process; and 2) the City-owned parcel designated for institutional uses (Subarea 100) shall also be subject to the limitations in Table 3.

B. Community Plan Implementation Overlay Zone (CPIOZ) – Discretionary Review (Permit Type “B”)

The CPIOZ Type “B” Permit should be applied to sites where zoning is consistent with the land use designation in the plan, but where special design considerations apply. The sites identified for application of CPIOZ “B” are those where the development regulations of the existing zone are not adequate to ensure that new development is consistent with the goals, objectives and proposals of the community plan or compatible with surrounding development. Without the application of CPIOZ “B,” development in these areas would be subject to ministerial review only, and therefore would not be reviewed for consistency with the goals and proposals of the Plan. The discretionary review of these sites will ensure that development is consistent with the design guidelines contained in the **Urban Design Element** of the Plan, ~~NAS-MCAS~~ Miramar restrictions, that adequate pedestrian circulation is provided and that the architecture, grading, lot coverage, height, bulk and orientation of buildings, etc., is compatible with surrounding development.

The specific issues to be addressed in an application for a Type “B” permit are listed below. These include:

1. Architectural design of buildings, structures, and signs.
2. Construction materials.
3. Grading and site development.
4. Height and bulk of buildings.

5. Land use, including intensity of land use and accessory uses.
6. Lot coverage.
7. Orientation of buildings.
8. Yards.
9. Pedestrian circulation within the site and connections to adjacent projects.
10. Parking.
11. ~~Safety Accident Potential Zones~~ for NAS-MCAS Miramar.
12. Noise.
13. Issues discussed in the **Urban Design Element** of the Plan.

CPIOZ "B" has been applied to the following subareas:

- Scripps Clinic (Subarea 5)
- Torrey Pines Mesa (Subarea 9)
- Campus Point (Subarea 10)
- Catholic Diocese (Subarea 67)
- La Jolla Village Inn (Subarea 75)
- J.W. Jones (Subarea 86)
- Restricted Industrial (Subareas 96, 97, 98 and 99).

Projects proposed in the Torrey Pines Mesa subareas shall be required to provide 50-foot landscaped setbacks along North Torrey Pines Road, preserve mature trees and provide eucalyptus or Torrey Pine trees along North Torrey Pines Road and Genesee Avenue to maintain the existing landscape theme.

C. Underzones Sites

Properties that require rezoning shall process a Planned Development Permit to ensure consistency with the Plan.

D. Definitions – Net Acreage and Square Footage

For the purposes of implementation of the Land Use and Development Intensity Table the following definitions shall be used:

C. Balanced Community

1. To achieve economic balance: a) provide very low-, low- and moderate-income affordable assisted housing through the development or exchange of City-owned lands (a potential site is that portion of the Pueblo land south of Nobel Drive designated for residential use); b) provide Density Bonus of up to 25 percent for low- and moderate-income housing pursuant to the City's Affordable Housing Density Bonus Program; c) provide affordable housing as part of future development agreements, planned development permits, and other projects requiring discretionary reviews; d) consider the provision of single-room occupancy (SRO) and living units as part of future units targeted to low- or very low-income households; and e) provide rent subsidies pursuant to available state and federal housing programs.
2. To achieve ethnic balance: a) require affirmative marketing program as a condition of tentative map approval; and b) review performance of project developer and associated financial institution, and provide negative reports to regulatory agencies.
3. To achieve balanced housing tenure: a) provide assisted rental housing , opportunities and preserve existing nonprofit senior citizen housing under Conditional Use Permits; and, b) provide a range of housing types which are suitable for rental within large-scale Planned Residential Developments.

D. Special Populations

1. To respond to the needs of students in the community: a) encourage the private development of low-income housing within two miles of the UCSD Campus and the University's plans for development of student housing on campus; b) allow off-street parking ratios of one space for each two bedrooms through implementing Conditional Use Permits and where location appropriate, with respect to the campus, community commercial centers and transit; c) encourage larger residential units providing two or more bedrooms for student housing; and (d) provide bonus density for affordable assisted housing projects.

E. Mobile Homes/Manufactured Housing

1. The Housing Element recommends that two percent of all new housing in the City be manufactured housing. To meet this goal in the University community would require a total of (566) manufactured units. Such a number of units could be accommodated in the City-owned properties lying outside the 65 CNEI contour of NAS-MCAS Miramar and north of Nobel Drive.

INDUSTRIAL ELEMENT

I. EXISTING CONDITIONS

Approximately 750 acres in University City are presently developed with industrial land uses (including scientific research uses). All of the existing and approved industrial sites are located in North University.

The two major influences on industrial development in University City have been the presence of ~~NAS-MCAS~~ Miramar and UCSD. As a result, the industry in the community can be roughly divided into proposed or planned light manufacturing uses near ~~NAS-MCAS~~ Miramar (per existing M-1B zoning) and existing and proposed scientific research uses to the west near UCSD.

The aircraft noise and accident potential from ~~NAS-MCAS~~ Miramar have restricted residential and commercial development along the Seawolf Departure path and nearby areas. The noise and safety constraints have resulted in a predominance of industrial development along Miramar Road. Most of this development has occurred in the M-1B Zone with light industrial and heavy commercial uses. The ~~Department of the Navy~~ Federal Government has purchased permanent easements over approximately 300 acres north of Miramar Road and east of I-805 and 30 acres south of Eastgate Mall and west of I-805 which limits the use and development of the land. The easements restrict permitted land uses to those which are not population-intensive, restricts the height of structures and restricts the gross site coverage of buildings and required parking areas.

The industrial area north and east of the University of California has been developing primarily with scientific research facilities as envisioned in the 1971 Plan. This type of industrial use is generally bounded by the Torrey Pines City Park and Torrey Pines State Reserve on the west and northwest, Sorrento Valley on the north, I-805 on the east and the UCSD campus, Scripps Hospital and La Jolla Village Drive on the south. There is also property designated for scientific research south of La Jolla Village Drive just west of I-805. The uses contemplated within the Scientific Research (SR) Zone are research laboratories, supporting facilities, headquarters or administrative offices and personnel accommodations, and related manufacturing activities. A number of facilities specializing in the life sciences have been attracted to the environs of the UCSD campus, including the Salk Institute, Gulf Energy and Environmental System, Calbiochem, Micro Biological Associates and Scripps Clinic. Much of the area is already developed, but some vacant land still exists along North Torrey Pines Road and at Campus Point, located north of Genesee Avenue and east of Interstate 5. A new science research/industrial area, the Eastgate Technology Park, north of Eastgate Mall near I-805, has been approved through a Planned Industrial Development permit and is currently vacant with one lot sold.

II. GOALS

- A. Ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations.
- B. Protect a reserve of manufacturing land from encroachment by non-manufacturing uses.
- C. Develop and maintain procedures to allow employment growth in the manufacturing sector.
- D. Encourage the development of industrial land uses that are compatible with adjacent non-industrial uses and match the skills of the local labor force.
- E. Emphasize the citywide importance of and encourage the location of scientific research uses in the North University area because of its proximity to UCSD.

III. PROPOSALS

A. Type of Industrial Use

For compatibility with NAS-MCAS Miramar, projects should be consistent with the Comprehensive Airport Land Use Compatibility Plan for NAS-MCAS Miramar. When the federal government holds easements restricting use, the easement should provide the control over development. The restrictions in the Development Intensity Element of this Plan also apply to development of these areas.

B. Manufacturing Use

Limit the use of sufficient industrial land to manufacturing, by designation and appropriate zoning, in order to attract industrial uses.

C. Commercial Encroachment

Prohibit through the CPIOZ the location of commercial uses in designated industrial and science research areas with the exception of commercial services which are clearly accessory uses to the primary use. Accessory commercial services should be permitted to ten percent of the gross floor area with the following conditions:

1. The facilities shall be located within the principal building of the project and shall not be freestanding;
2. Commercial facilities shall be oriented to the interior of the project;

OLD LANGUAGE: ~~Struck Out~~
NEW LANGUAGE: Underlined

ORDINANCE NUMBER O-_____ (NEW SERIES)

ADOPTED ON _____

AN ORDINANCE AMENDING CHAPTER 11, ARTICLE 2, DIVISION 3 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTIONS 112.0301 AND 112.0302; BY AMENDING CHAPTER 12, ARTICLE 6, DIVISION 4 BY AMENDING SECTIONS 126.0402 AND 126.0404; BY AMENDING CHAPTER 12, ARTICLE 6, DIVISION 5 BY AMENDING SECTION 126.0502; BY AMENDING CHAPTER 12, ARTICLE 7, DIVISION 1 BY AMENDING SECTION 127.0102; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 2 BY AMENDING SECTION 131.0220; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 3 BY AMENDING SECTION 131.0320; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 4 BY AMENDING SECTION 131.0420; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 5 BY AMENDING SECTION 131.0520; BY AMENDING CHAPTER 13, ARTICLE 1, DIVISION 6 BY AMENDING SECTION 131.0620; BY AMENDING CHAPTER 13, ARTICLE 2, DIVISION 1 BY AMENDING SECTIONS 132.0102 AND 132.0104; BY AMENDING CHAPTER 13, ARTICLE 2, DIVISION 3 BY AMENDING SECTIONS 132.0301, 132.0302, 132.0306, 132.0309, AND 132.0310 AND BY AMENDING DIAGRAM 132-03A; AMENDING CHAPTER 13, ARTICLE 2 BY ADDING A NEW DIVISION 15, TITLED "AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE," SECTIONS 132.1501, 132.1502, 132.1505, 132.1510, 132.1515, 132.1520, 132.1525, 132.1530, 132.1535, 132.1540, 132.1545, 132.1550 AND 132.1555; AND AMENDING CHAPTER 15, ARTICLE 1, DIVISION 1 BY AMENDING SECTION 151.0103, ALL RELATED TO AIRPORT LAND USE COMPATIBILITY.

§112.0301 Types of Notice

- (a) through (b) [No change in text.]
- (c) Notice of Public Hearing. A Notice of Public Hearing shall be provided before a decision is made on an application for a permit, n

EXHIBIT NO. 9
SAN-MAJ-5-11A
2011 LDC Amendment
 California Coastal Commission

matter acted upon in accordance with Process Three, Process Four, or Process Five, or an appeal of Process Two, Process Three, Process Four decision, or of an *environmental determination*. A Notice of Public Hearing shall also be provided before a decision is made by the City Council in accordance with Section 132.1555 (Overrule Process).

(1) through (3) [No change in text.]

(d) Reserved Notice of Availability.

(e) Notice of Request for Airport Land Use Compatibility Overrule Hearing.

A Notice of Request for Airport Land Use Compatibility Overrule Hearing is a written notice to advise of the availability of supporting materials for an overrule action requested in accordance with Section 132.1555 that will be acted on by the City Council at a future date.

(1) Content. The Notice of Request for Airport Land Use

Compatibility Overrule Hearing shall include the following:

(A) A general description of the project;

(B) The location of the property that is the subject of the application;

(C) The applicable community planning area(s);

(D) The name, telephone number, and city address of the City staff person to contact for additional information;

(E) The name of the *applicant* and, with the consent of the *applicant*, the *applicant's* address and telephone number;

and

(F) An explanation that a City Council hearing related to the

matter of whether to overrule the Airport Land Use Commission in accordance with Section 132.1555(e) will be scheduled no sooner than 6 weeks following the mailing date of the Notice of Request for Airport Land Use Compatibility Overture hearing.

(2) Distribution.

(A) The City Manager shall distribute the Notice of Request for Airport Land Use Compatibility Overture Hearing at least 6 weeks prior to the first City Council hearing related to the matter of whether to overrule the Airport Land Use Commission.

(B) The City Manager shall distribute the Notice of Request for Airport Land Use Compatibility Overture Hearing to the persons described in Section 112.0302(b).

(3) A subsequent Notice of Public Hearing shall be provided in accordance with Section 112.0301(c).

§112.0302 Notice by Mail

- (a) [No change in text.]
- (b) Persons Entitled to Notice. Except as provided in Section 112.0302(c), the Notice of Application, Notice of Future Decision, and Notice of Public Hearing shall be mailed to the following:
 - (1) through (5) [No change in text.]
 - (6) The San Diego County Regional Airport Authority (SDCRAA),

sitting as the Airport Land Use Commission, California Department of Transportation, Division of Aeronautics, and the airport operator, as applicable, for any *development* within the Airport Land Use Compatibility Overlay Zone.

(c) [No change in text.]

§126.0402 When a Neighborhood Development Permit is Required

(a) through (k) [No change in text.]

(1) A Neighborhood Development Permit is required for the following types of *development* within the Airport Land Use Compatibility Overlay Zone:

(1) Non-residential *development* where alternative compliance is requested to demonstrate safety compatibility in accordance with Section 132.1515(d) using an equivalent calculation of intensity (people per acre).

(2) Non-residential *development* within the Brown Field or Montgomery Field airport influence areas where additional intensity (people per acre) is requested for a building designed to minimize risk and increase the safety of building occupants beyond the minimum requirements of the California Building Code in accordance with Section 132.1515(g)(2).

§126.0404 Findings for Neighborhood Development Permit Approval

A Neighborhood Development Permit may be approved or conditionally approved only if the decision maker makes all of the *findings* in Section 126.0404(a) and the supplemental *findings* in Section 126.0404(b) through ~~(d)~~ (e) that are applicable to the proposed *development* as specified in this section.

(a) through (d) [No change in text.]

(e) Supplemental Findings – Additional Intensity for Non-residential Development in the Brown Field or Montgomery Field Airport Influence Areas. The applicant shall demonstrate that the building has been designed to minimize risk and increase the safety of the occupants beyond the minimum requirements of the California Building Code evaluation of the following:

- (1) The proposed building provides increased fire resistant rated construction to prevent or delay fire-induced structural damage;
- (2) The proposed building provides increased fire protection systems to allow occupants more time to exit the building and to delay the spread of fire to adjacent buildings;
- (3) The building provides enhanced means for building egress; and
- (4) The design of the building's structural systems addresses light aircraft impact loads to reduce the potential for structural damage.

§126.0502 When a Site Development Permit is Required

(a) through (b) [No change in text.]

(c) A Site Development Permit decided in accordance with Process Three is required for the following types of ~~development~~ development.

(1) through (7) [No change in text.]

(8) Development within the Airport Land Use Compatibility Overlay Zone as required for safety compatibility in accordance with Section 132.1515.

(d) [No change in text.]

(e) A Site Development Permit decided in accordance with Process Five is required for the following types of ~~development~~ development.

(1) through (3) [No change in text.]

(4) Development within the Airport Land Use Compatibility Overlay Zone proposing deviations from the overlay zone requirements, or development that includes a rezone or land use plan approval.

§127.0102 General Rules for Previously Conforming Premises and Uses

The following general rules apply to all *previously conforming premises* and uses:

(a) through (i) [No change in text.]

(i) Regulations for premises in the Airport Land Use Compatibility Overlay Zone that were legally established in an airport influence area prior to adoption of an Airport Land Use Compatibility Plan, or amendment thereto, are located in Section 132.1535.

§131.0220 Use Regulations of Open Space Zones

The regulations of Section 131.0222 apply in the open space zones unless otherwise specifically provided by footnotes indicated in Table 131-02B. The uses permitted in any zone may be further limited if the premises is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if environmentally sensitive lands are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

§131.0320 Use Regulations of Agricultural Zones

The regulations of Section 131.0322 apply in the agricultural zones unless otherwise specifically provided by footnotes indicated in Table 131-03B. The

uses permitted in any zone may be further limited if the premises is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if environmentally sensitive lands are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

§131.0420 Use Regulations of Residential Zones

The regulations of Section 131.0422 apply in the residential zones unless otherwise specifically provided by footnotes indicated in Table 131-04B. The uses permitted in any zone may be further limited if the premises is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if environmentally sensitive lands are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

§131.0520 Use Regulations of Commercial Zones

The regulations of Section 131.0522 apply in the commercial zones unless otherwise specifically provided by footnotes indicated in Table 131-05B. The uses permitted in any zone may be further limited if the premises is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if environmentally sensitive lands are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

§131.0620 Use Regulations of Industrial Zones

The regulations of Section 131.0622 apply in the industrial zones unless otherwise specifically provided by footnotes indicated in Table 131-06B. The uses permitted

in any zone may be further limited if the premises is located within the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15), or if environmentally sensitive lands are present, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations).

(a) through (e) [No change in text.]

§132.0102 Overlay Zone Designations

[No change in text.]

Table 132-01A

Overlay Zone Designations

Division Number	Title of overlay zone	Map Designation
Division 2	Airport Approach Overlay Zone	AAOZ
Division 3	Airport Environs Overlay Zone	AEOZ
Division 4	Coastal Overlay Zone	COZ
Division 5	Coastal Height Limit Overlay Zone	CHLOZ
Division 6	Sensitive Coastal Overlay Zone	SCOZ
Division 7	Mobilehome Park Overlay Zone	MHPOZ
Division 8	Parking Impact Overlay Zone	PIOZ
Division 9	Residential Tandem Parking Overlay Zone	RTPOZ
Division 10	Transit Area Overlay Zone	TAOZ
Division 11	Urban Village Overlay Zone	UVOZ
Division 12	Mission Trails Design District	MTDD
Division 13	Clairemont Mesa Height Limit Overlay Zone	CMHLOZ
Division 14	Community Plan Implementation Overlay Zone	CPIOZ
<u>Division 15</u>	<u>Airport Land Use Compatibility Overlay Zone</u>	<u>ALUCOZ</u>

§132.0104 Applicability of Base Zone Regulations

The use and development regulations of the applicable base zone (including planned district base zones) apply in the overlay zones except as modified by the supplemental overlay zone regulations.

§132.0301 Purpose of the Airport Environs Overlay Zone

The purpose of the Airport Environs Overlay Zone is to provide supplemental regulations for property surrounding ~~Brown Field, Montgomery Field, San Diego International Airport (SDIA) at Lindbergh Field, and Marine Corps Air Station Miramar.~~ The intent of these regulations is as follows:

- (a) To ensure that land uses are compatible with the operation of airports by implementing the ~~Comprehensive Land Use Plan prepared by the Airport Land Use Commission for the San Diego region (San Diego Association of Governments) for Brown Field, Montgomery Field, Airport Land Use Compatibility Plan for SDIA at Lindbergh Field and Marine Corps Air Station Miramar~~ that have been adopted by the Airport Land Use Commission for the San Diego region;
- (b) through (c) [No change in text.]

§132.0302 Where the Airport Environs Overlay Zone Applies

- (a) This overlay zone applies to properties identified in the ~~Brown Field, Montgomery Field, Airport Land Use Compatibility Plan for SDIA at Lindbergh Field and Marine Corps Air Station Miramar Comprehensive Land Use Plans~~ as areas within a noise contour zone, accident potential zone, or flight activity zone that are located within the boundaries shown on Map No.s. ~~C-803, C-804, C-805, and C-885,~~ filed in the office of the City Clerk, as ~~and are~~ generally shown on Diagram 132-03A.
- (b) [No change in text.]

Table 132-03A

[No change in text.]

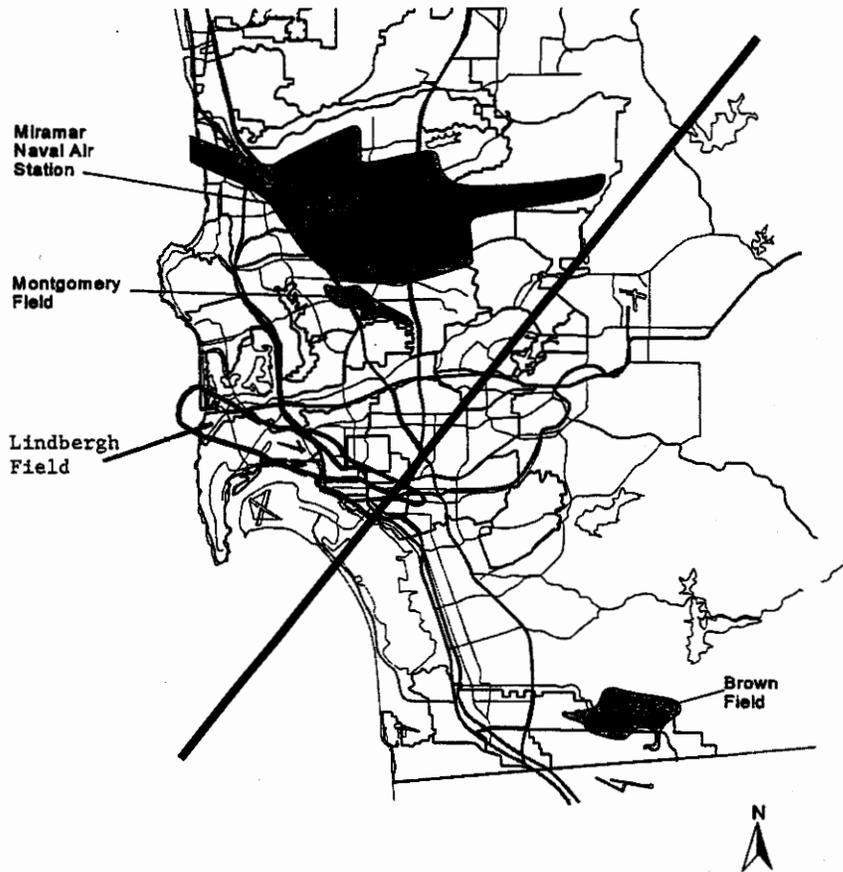


DIAGRAM 132-03A
Airport Environs Overlay Zone

This is a reproduction of map Nos. C-803, 804, 805 and 885 for illustration purposes only.

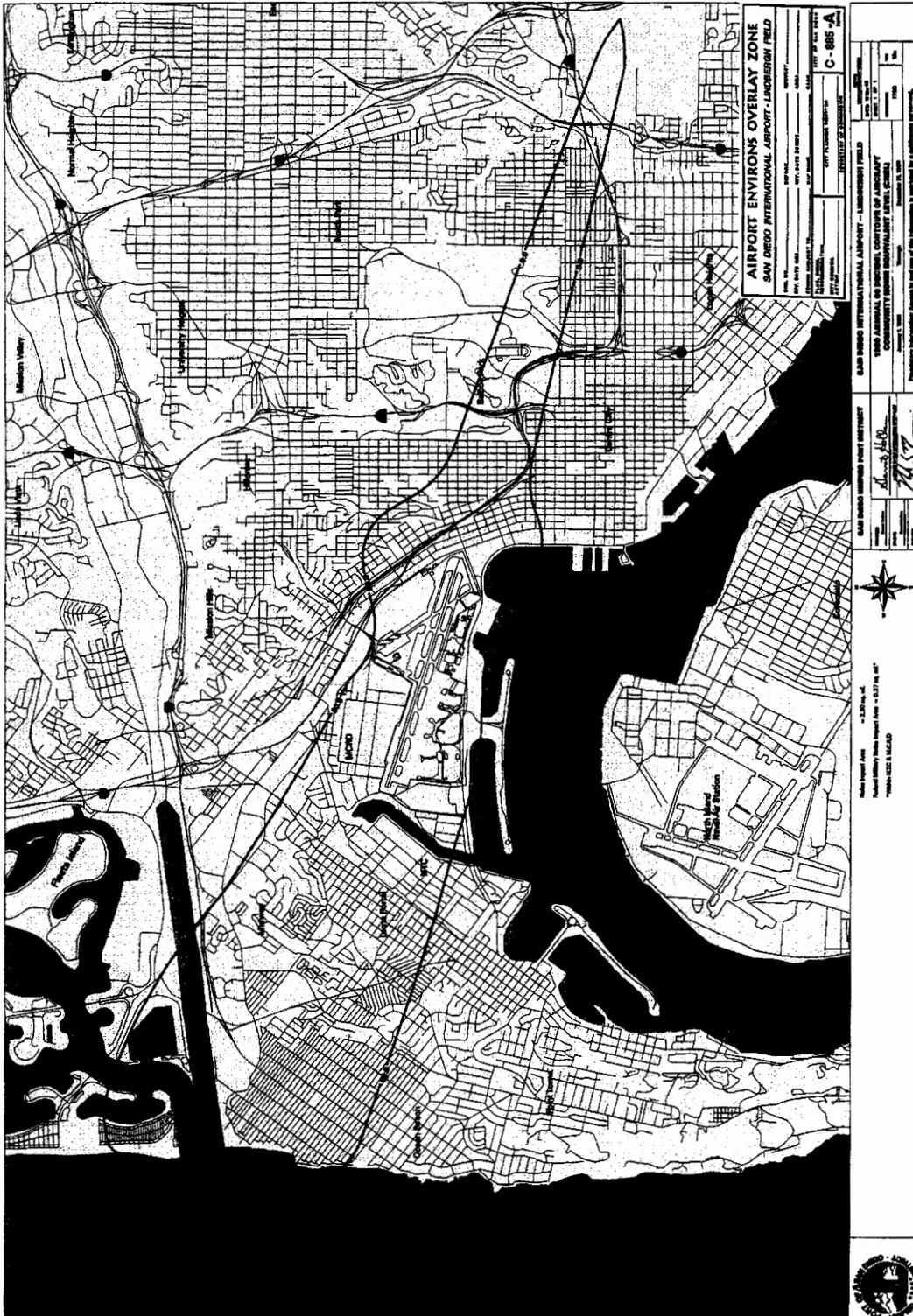


DIAGRAM 132-03A
Airport Environs Overlay Zone
This is reproduction of Map No. C-885
for illustration purposes only.

§132.0306 Supplemental Regulations of the Comprehensive Land Use Plans

~~(a) — Brown Field, Montgomery Field, and Marine Corps Air Station Miramar Comprehensive Land Use Plans for Brown Field, Montgomery Field, and Marine Corps Air Station Miramar contain community noise equivalent level contour maps, which identify areas subject to airport noise impacts, and accident potential zone maps or flight activity zone maps, which identify areas of safety hazards. The Comprehensive Land Use Plans also provide land use compatibility matrices or tables, which specify the types of land uses that are compatible, conditionally compatible, or incompatible within specified noise contours, accident potential zones, or flight activity zones.~~

~~(1) — Development proposal shall comply with the airport noise/land use compatibility matrix or table of the applicable Comprehensive Land Use Plan. Indoor noise levels that are attributable to airport operations shall not exceed the levels indicated in the Comprehensive Land Use Plan. For uses not specifically identified, the City Manager shall determine the applicable standard.~~

~~(2) — Development proposals shall comply with the accident potential/land use compatibility matrix, and the text regarding land use compatibility in the flight activity zones, of the applicable Comprehensive Land Use Plan.~~

~~(3) — Uses identified in the land use compatibility matrices as being conditionally compatible are permitted only if the noise is~~

~~attenuated and the *density* is restricted as indicated in the matrices.~~

~~(b)~~ Lindbergh Field

The ~~Comprehensive Land Use Plan~~ Airport Land Use Compatibility Plan for SDIA-Lindbergh Field contains community noise equivalent level contour maps, which identify areas subject to potential airport noise impacts, and airport approach maps, which identify areas of potential safety hazards. The ~~Comprehensive Land Use Plan~~ Airport Land Use Compatibility Plan also provides a land use compatibility table which specifies the types of land uses that are incompatible within specified noise contours.

~~(1)~~ (a) For residential *development* within the 60dB CNEL contour, the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45dB~~B~~. For uses not specifically identified, the City Manager shall determine the standard based upon applicable City and State statutory and regulatory requirements. The applicant will be required to spend no more than 10% percent of construction costs to meet noise attenuation requirements.

~~(2)~~ (b) *Development* proposals shall comply with the standards of the Runway Protection Zones and Airport Approach Overlay Zone as described by the ~~Comprehensive Land Use Plan~~ Airport Land Use Compatibility Plan.

§132.0309 Requirement for Avigation Easement

- (a) An avigation easement for *development* within the Airport Environs Overlay Zone is required on a premises located within the 1990 60dB or greater CNEL contour of the SDIA airport influence area where the *development would* results in an increase in the number of *dwelling units* within the Overlay Zone; ~~and either~~
- (1) ~~— The *development* is identified in the approved Comprehensive Land Use Plan for Brown Field, Montgomery Field, or Marine Corps Air Station Miramar, as applicable, as “incompatible” or “conditionally compatible”; or~~
- (2) ~~— the development is on a *premises* located within the 1999 65dB or greater CNEL contour of the Lindbergh Field Airport Influence Area.~~
- (b) [No change in text.]

§132.0310 City Council Override

- (a) The *applicant* may file a petition to the City Council to override the City Manager’s recommendation of noncompliance with the land use recommendations of the adopted ~~Comprehensive Land Use Plan~~ Airport Land Use Compatibility Plan, within 10 *business days* of that decision. The City Council may, at its discretion, request a recommendation from the Airport Land Use Commission before deciding whether the petition will be heard.
- (b) The City Council, may, by a two-thirds vote, override the City Manager’s decision and determine that the proposed use meets the intent of the

~~Comprehensive Land Use Plan~~ Airport Land Use Compatibility Plan if the City Council makes the following findings:

- (1) through (3) [No change in text.]

Article 2: Overlay Zones

Division 15: Airport Land Use Compatibility Overlay Zone

§132.1501 Purpose of the Airport Land Use Compatibility Overlay Zone

The purpose of the Airport Land Use Compatibility Overlay Zone is to implement adopted Airport Land Use Compatibility Plans, in accordance with state law, as applicable to property within the City. The intent of these supplemental regulations is to ensure that new *development* located within an airport influence area (identified in Table 132-15A) is compatible with respect to airport-related noise, public safety, airspace protection, and aircraft overflight areas.

§132.1502 Where the Airport Land Use Compatibility Overlay Zone Applies

- (a) This overlay zone applies to properties that are located within an airport influence area as identified in an adopted Airport Land Use Compatibility Plan for a public use or military airport. Property within this overlay zone may be located within multiple airport influence areas. Table 132-15A lists the airport influence areas that apply within the boundaries of the overlay zones as identified on the listed maps, on file in the office of the City Clerk.

Table 132-15A**Airport Influence Areas**

<u>Airport</u>	<u>Map Number Showing Boundaries of Airport Influence Areas</u>
<u>Marine Corps Air Station Miramar (MCAS) Miramar</u>	<u>C-933</u>
<u>Brown Field</u>	<u>C-944</u>
<u>Gillespie Field</u>	<u>C-947</u>
<u>Montgomery Field</u>	<u>C-939</u>

(b) Airport influence area maps identified in Table 132-15A indicate the boundary of the airport influence area for a particular airport and divide the airport influence area into Review Areas 1 and 2, as further explained in Section 132.1505.

(c) Table 132-15B indicates the type of permit required by this Division, if any, for specific types of development proposals within this overlay zone.

Table 132-15B**Airport Land Use Compatibility Overlay Zone Applicability**

<u>Type of Development Proposal</u>	<u>Supplemental Development Regulations</u>	<u>Required Permit Type/ Decision Process</u>
<u>Development that complies with the applicable compatibility regulations or that is listed as exempt in Section 132.1505.</u>	<u>132.1505</u>	<u>No permit required by this Division</u>
<u>Non-residential development where alternative compliance is requested to demonstrate safety compatibility in accordance with Section 132.1515(d) using an equivalent calculation of people per acre.</u>	<u>132.1515</u>	<u>Neighborhood Development Permit/ Process Two</u>
<u>Non-residential development in the Brown Field or Montgomery Field airport influence areas where additional intensity is requested for a building designed to minimize risk and increase safety of building occupants beyond the minimum requirements of the California Building Code in accordance with Section 132.1515(g)(2).</u>	<u>132.1515</u>	<u>Neighborhood Development Permit/ Process Two</u>

<u>Development as required for safety compatibility in accordance with Section 132.1515</u>	<u>132.1515</u>	<u>Site Development Permit/ Process Three</u>
<u>Development proposing to deviate from this Division, or new development that includes a rezone or land use plan approval.</u>	<u>132.1510</u> <u>132.1515</u> <u>132.1520</u> <u>132.1535</u> <u>132.1540</u>	<u>Site Development Permit/ Process Five</u>

§132.1505 Development Review for Compatibility

- (a) Properties located within this overlay zone are designated as either Review Area 1 or Review Area 2 for a particular airport as identified on adopted airport influence area maps, filed in the office of the City Clerk.
- (b) New development or expansion of existing development within this overlay zone shall be subject to review for compatibility as follows:
 - (1) Properties located within Review Area 1 shall comply with the noise, safety, and airspace protection compatibility requirements in Sections 132.1510 through 132.1520 and with the aircraft overflight notification requirements in accordance with Section 132.1525.
 - (2) Properties located within Review Area 2 shall comply with the airspace protection compatibility requirements in accordance with Section 132.1520.
 - (3) Development in Review Area 1 that would be consistent with the existing development pattern of the surrounding area, but would include uses, densities or intensities inconsistent with the noise or safety compatibility criteria in Sections 132.1510 or 132.1515, may be determined to be compatible infill development in

accordance with Section 132.1540.

(4) Properties located within the Brown Field, Montgomery Field, or Gillespie Field airport influence areas shall comply with requirements to dedicate aviation easements in accordance with Section 132.1530.

(c) The following shall be exempt from the requirements of this Division:

(1) Development that is limited to interior modifications or repairs, or any exterior repairs or maintenance, that does not increase the density, floor area ratio or height of an existing structure:

(2) Changes in non-residential occupancy within an existing building that would not require an increase in the number of parking spaces in accordance with Chapter 14, Article 2, Division 5;

(3) Development of an accessory structure that would result in a maximum increase of 1,500 square feet of gross floor area, where it would not be located within Safety Zone 1 (Runway Protection Zone), and would not require an increase in the number of parking spaces in accordance with Chapter 14, Article 2, Division 5; or

(4) A Special Event approved in accordance with Chapter 2, Article 2, Division 40 or a temporary use approved in accordance with Chapter 12, Article 3, Division 4.

(d) The Airport Land Use Compatibility Plan in effect at the time an application was deemed complete shall be the basis for compatibility review. Modifications to an approved development permit that are not in substantial conformance with the previously approved permit shall be

compatible with the Airport Land Use Compatibility Plan in effect at the time the application for permit amendment is *deemed complete*.

§132.1510 Noise Compatibility

Noise compatibility between airport operations and proposed *development* within Review Area 1 of this overlay zone shall be evaluated as follows:

(a) Aircraft noise exposure is identified on Airport Land Use Compatibility Plan community noise equivalent level (CNEL) noise contour maps prepared and adopted by the Airport Land Use Commission for each airport, and filed in the office of the City Clerk. Adopted noise contour maps identified in Table 132-15C and noise compatibility criteria identified in Table 132-15D shall be used to determine land use compatibility in accordance with Section 132.1510(b).

Table 132-15C

Adopted Noise Contour Maps

<u>Airport Influence Area</u>	<u>Map Number</u>
<u>MCAS Miramar</u>	<u>C-929</u>
<u>Brown Field</u>	<u>C-942</u>
<u>Montgomery Field</u>	<u>C-937</u>

(b) *Development* in an airport influence area shall be considered noise compatible where:

- (1) The proposed *development* is consistent with the use regulations of the underlying base zone; and
- (2) The proposed *development* is permitted within the applicable noise exposure range in Noise Compatibility Criteria Table 132-15D that

corresponds to the identified aircraft noise exposure for the proposed location.

- (c) Where noise attenuation is required for compatibility, the applicant shall demonstrate to the satisfaction of the City Manager that all interior spaces exposed to exterior aircraft noise sources will achieve the indoor noise level indicated on Table 132-15D.
- (d) Only aircraft-related noise sources shall be considered in determining compliance with Table 132-15D, except as otherwise required by the California Building Code for hotel/motel and multiple dwelling units.
- (e) Applicability to parcels with multiple noise contours
- (1) For uses conducted indoors, noise compatibility shall be determined by the noise exposure range that applies to 75 percent or more of the building.
- (2) For uses conducted outdoors, noise compatibility shall be determined by the noise exposure range that applies to the proposed location of the use on the premises.
- (f) Where an applicant disputes the City Manager's determination of the use category for a proposed development, an applicant may request an interpretation by the Planning Commission in accordance with Section 131.0110(b).

Legend for Table 132-15D

<u>Symbol In Table 132-15D</u>	<u>Description Of Symbol</u>
<u>P</u>	<u>Use or use category is compatible with the identified exterior noise exposure level, and is permitted subject to the regulations of the underlying base zone. Regulations pertaining to a specific use may be referenced.</u>
=	<u>Use or use category is incompatible with the identified exterior noise exposure level and is not permitted.</u>

Table 132-15D
Noise Compatibility Criteria

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Open Space</u>				
<u>Active Recreation</u>	<u>P</u>	<u>P</u>	=	=
<u>Passive Recreation</u>	<u>P</u>	=	=	=
<u>Natural Resources Preservation</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park Maintenance Facilities</u>	<u>P</u>	<u>P</u>	=	=
<u>Agriculture</u>				
<u>Agricultural Processing</u>	<u>P</u>	<u>P</u>	<u>P</u> ¹	=
<u>Aquaculture Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Dairies</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Horticulture Nurseries & Greenhouses</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Raising & Harvesting of Crops</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Raising, Maintaining & Keeping of Animals</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Separately Regulated Agriculture Uses</u>				
<u>Agricultural Equipment Repair Shops</u>	<u>P</u>	<u>P</u>	<u>P</u> ¹	=
<u>Commercial Stables</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Community Gardens</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Equestrian Show & Exhibition Facilities</u>	<u>P</u>	<u>P</u>	=	=
<u>Open Air Markets for the Sale of Agriculture-Related Products & Flowers</u>	<u>P</u>	<u>P</u>	=	=
<u>Residential</u>				
<u>Mobilehome Parks</u>	<u>P</u> ²	=	=	=
<u>Multiple Dwelling Units</u>	<u>P</u> ²	=	=	=

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Rooming House</u> [See Section 131.0112(a)(3)(A)]	<u>P²</u>	=	=	=
<u>Single Dwelling Units</u>	<u>P²</u>	=	=	=
<u>Separately Regulated Residential Uses</u>				
<u>Boarder & Lodger Accommodations</u>	<u>Classify with primary use</u>			
<u>Companion Units</u>	<u>P²</u>	=	=	=
<u>Employee Housing</u>	<u>P²</u>	=	=	=
<u>Fraternities, Sororities and Student Dormitories</u>	<u>P²</u>	=	=	=
<u>Garage, Yard, & Estate Sales</u>	<u>Classify with primary use</u>			
<u>Guest Quarters</u>	<u>P²</u>	=	=	=
<u>Home Occupations</u>	<u>Classify with primary use</u>			
<u>Housing for Senior Citizens</u>	<u>P²</u>	=	=	=
<u>Live/Work Quarters</u>	<u>P²</u>	=	=	=
<u>Residential Care Facilities:</u>				
<u>6 or Fewer Persons</u>	<u>P²</u>	=	=	=
<u>7 or More Persons</u>	<u>P²</u>	=	=	=
<u>Transitional Housing:</u>				
<u>6 or Fewer Persons</u>	<u>P²</u>	=	=	=
<u>7 or More Persons</u>	<u>P²</u>	=	=	=
<u>Watchkeeper Quarters</u>	<u>Classify with primary use</u>			
<u>Institutional</u>				
<u>Separately Regulated Institutional Uses</u>				
<u>Airports</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Botanical Gardens & Arboretums</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Cemeteries, Mausoleums, Crematories</u>	<u>P</u>	<u>P</u>	<u>P²</u>	=
<u>Churches & Places of Religious Assembly</u>	<u>P²</u>	=	=	=
<u>Correctional Placement Centers</u>	<u>P²</u>	<u>P²</u>	=	=
<u>Educational Facilities:</u>				
<u>Kindergarten through Grade 12</u>	<u>P²</u>	=	=	=
<u>Colleges / Universities</u>	<u>P²</u>	<u>P²</u>	=	=
<u>Vocational / Trade School</u>	<u>P²</u>	<u>P²</u>	=	=
<u>Energy Generation & Distribution Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Exhibit Halls & Convention Facilities</u>	<u>P</u>	<u>P²</u>	=	=
<u>Flood Control Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Historical Buildings Used for Purposes Not Otherwise Allowed</u>	<u>Classify with primary use</u>			
<u>Homeless Facilities:</u>				
<u>Congregate Meal Facilities</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Emergency Shelters</u>	<u>P²</u>	<u>P²</u>	=	=
<u>Homeless Day Centers</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Hospitals, Intermediate Care Facilities & Nursing Facilities</u>	<u>P²</u>	=	=	=
<u>Interpretive Centers</u>	<u>P²</u>	=	=	=
<u>Museums</u>	<u>P²</u>	=	=	=
<u>Major Transmission, Relay, or Communications Switching Stations</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Satellite Antennas</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Social Service Institutions</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Wireless communication facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Retail Sales</u>				
<u>Building Supplies & Equipment</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Food, Beverages and Groceries</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Consumer Goods, Furniture, Appliances Equipment</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Pets & Pet Supplies</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Sundries, Pharmaceuticals, & Convenience Sales</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Wearing Apparel & Accessories</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Separately Regulated Sales Uses</u>				
<u>Agriculture Related Supplies & Equipment</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Alcoholic Beverage Outlets</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Plant Nurseries</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Swap Meets & Other Large Outdoor Retail Facilities</u>	<u>P</u>	<u>P</u>	=	=
<u>Commercial Services</u>				
<u>Building Services</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Business Support</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Eating & Drinking Establishments</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Financial Institutions</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Funeral & Mortuary Services</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Maintenance & Repair</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Off-Site Services</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Personal Services</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	<u>=</u>
<u>Radio & Television Studios</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Assembly & Entertainment</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Visitor Accommodations</u>	<u>P²</u>	<u>P²</u>	<u>P²</u>	<u>=</u>
<u>Separately Regulated Commercial Services Uses</u>				
<u>Adult Entertainment Establishments:</u>				
<u>Adult Book Store</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Cabaret</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Drive-In Theater</u>	<u>P</u>	<u>P¹</u>	<u>=</u>	<u>=</u>
<u>Adult Mini-Motion Picture Theater</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Model Studio</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Motel</u>	<u>P²</u>	<u>P²</u>	<u>P²</u>	<u>=</u>
<u>Adult Motion Picture Theater</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Peep Show Theater</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Adult Theater</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Body Painting Studio</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Massage Establishment</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Sexual Encounter Establishment</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Bed & Breakfast Establishments:</u>				
<u>1-2 Guest Rooms</u>	<u>P²</u>	<u>P²</u>	<u>=</u>	<u>=</u>
<u>3-5 Guest Rooms</u>	<u>P²</u>	<u>P²</u>	<u>=</u>	<u>=</u>
<u>6+ Guest Rooms</u>	<u>P²</u>	<u>P²</u>	<u>=</u>	<u>=</u>
<u>Boarding Kennels</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	<u>=</u>
<u>Camping Parks</u>	<u>P</u>	<u>=</u>	<u>=</u>	<u>=</u>
<u>Child Care Facilities:</u>				
<u>Child Care Centers</u>	<u>P²</u>	<u>=</u>	<u>=</u>	<u>=</u>
<u>Large Family Day Care Homes</u>	<u>P²</u>	<u>=</u>	<u>=</u>	<u>=</u>
<u>Small Family Day Care Homes</u>	<u>P²</u>	<u>=</u>	<u>=</u>	<u>=</u>
<u>Eating and Drinking Establishments Abutting Residentially Zoned Property</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	<u>=</u>
<u>Fairgrounds</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>=</u>
<u>Golf Courses, Driving Ranges, and Pitch & Putt Courses</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>=</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Helicopter Landing Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Instructional Studios</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Massage Establishments, Specialized Practice</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Nightclubs & Bars over 5,000 square feet in size</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=
<u>Parking Facilities as a <i>Primary Use</i>:</u>				
<u>Permanent Parking Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Temporary Parking Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Private Clubs, Lodges and Fraternal Organizations</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	=
<u>Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size⁽⁴⁾</u>	<u>P</u>	<u>P</u>	=	=
<u>Pushcarts</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Recycling Facilities:</u>				
<u>Large Collection Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Small Collection Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Large Construction & Demolition Debris <i>Recycling Facility</i></u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Small Construction & Demolition Debris <i>Recycling Facility</i></u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Drop-off Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Green Materials Composting Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Mixed Organic Composting Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Large Processing Facility Accepting All Types of Traffic</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Small Processing Facility Accepting All Types of Traffic</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Reverse Vending Machines</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Tire Processing Facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	=
<u>Sidewalk Cafes</u>	<u>P</u>	<u>P</u>	=	=
<u>Sports Arenas & Stadiums</u>	<u>P</u>	<u>P²</u>	<u>P^{2,4}</u>	=
<u>Theaters that are outdoor or over 5,000 square feet in size</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	=

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Urgent Care Facilities</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Veterinary Clinics & Animal Hospitals</u>	<u>P</u>	<u>P¹</u>	<u>P^{1,3}</u>	<u>=</u>
<u>Zoological Parks</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>=</u>
<u>Offices</u>				
<u>Business & Professional</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Government</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Medical, Dental, & Health Practitioner</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Regional & Corporate Headquarters</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Separately Regulated Office Uses</u>				
<u>Real Estate Sales Offices & Model Homes</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Sex Offender Treatment & Counseling</u>	<u>P</u>	<u>P¹</u>	<u>P¹</u>	<u>=</u>
<u>Vehicle & Vehicular Equipment Sales & Service</u>				
<u>Commercial Vehicle Repair & Maintenance</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Commercial Vehicle Sales & Rentals</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Personal Vehicle Repair & Maintenance</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Personal Vehicle Sales & Rentals</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Vehicle Equipment & Supplies Sales & Rentals</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses</u>				
<u>Automobile Service Stations</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i></u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Wholesale, Distribution, Storage</u>				
<u>Equipment & Materials Storage Yards</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>
<u>Moving & Storage Facilities</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Warehouses</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Wholesale Distribution</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Separately Regulated Wholesale, Distribution, and Storage Uses</u>				
<u>Impound Storage Yards</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>
<u>Junk Yards</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>
<u>Temporary Construction Storage Yards Located off-site</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>
<u>Industrial</u>				

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Aircraft Noise Exposure (dB CNEL)</u>			
	<u>60-65</u>	<u>65-70</u>	<u>70-75</u>	<u>75-80</u>
<u>Heavy Manufacturing</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Light Manufacturing</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Marine Industry</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Research & Development</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Trucking & Transportation Terminals</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Separately Regulated Industrial Uses</u>				
<u>Hazardous Waste Research Facility</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Hazardous Waste Treatment Facility</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Marine Related Uses Within the Coastal Overlay Zone</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Mining and Extractive Industries</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>
<u>Newspaper Publishing Plants</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Processing & Packaging of Plant Products & Animal By-products Grown Off-premises</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Very Heavy Industrial Uses</u>	<u>P</u>	<u>P</u>	<u>P¹</u>	<u>=</u>
<u>Wrecking & Dismantling of Motor Vehicles</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>=</u>

Footnotes to Table 132-15D

¹ Interior spaces exposed to exterior aircraft noise sources shall be attenuated to achieve an indoor noise level of 50 dB CNEL.

² Interior spaces exposed to exterior aircraft noise sources shall be attenuated to achieve an indoor noise level of 45 dB CNEL.

³ This use classification is not permitted for outdoor spaces exposed to aircraft noise greater than 70 dB CNEL.

⁴ Outdoor stadiums are not compatible in the 70-75dB CNEL aircraft noise exposure range.

§132.1515 Safety Compatibility

Safety compatibility between airport operations and proposed development within

Review Area 1 of this overlay zone shall be evaluated in accordance with this

Section.

(a) Relative aircraft accident risk exposure for property surrounding an airport

is identified on Airport Land Use Compatibility Plan safety zone maps set

forth in Table 132-15E, prepared and adopted by the Airport Land Use

Commission for each airport, and filed in the office of the City Clerk.

Adopted safety zone maps identified in Table 132-15E and applicable safety compatibility tables shall be used to determine land use compatibility in accordance with Section 132.1515(b).

Table 132-15E

Adopted Safety Zone Maps

<u>Airport Influence Area</u>	<u>Map Number</u>
<u>MCAS Miramar</u>	<u>C-930</u>
<u>Brown Field</u>	<u>C-940</u>
<u>Montgomery Field</u>	<u>C-935</u>

(b) Development in an airport influence area shall be considered compatible with respect to safety as follows:

- (1) The proposed development is consistent with the use and development regulations of the underlying base zone, including required development permits as applicable.
- (2) The proposed development is permitted within the designated safety zone, as applicable, or is compatible infill development in accordance with Section 132.1540
- (3) The proposed development complies with the maximum residential density and non-residential intensity regulations for applicable safety zones, as measured in accordance with Section 132.1515(c), or is compatible infill development in accordance with Section 132.1540.

(4) Compatible *development* may be approved with a *construction permit*, except where the *development* otherwise requires a *development permit*.

(c) Rules for calculation and measurement of safety compatibility.

The intent is to measure the total number of *dwelling units* for a proposed residential *development* and the total intensity (people per acre) for a proposed non-residential *development* to determine compliance with the applicable safety zone. Uses that are identified as permitted in a safety zone are presumed to comply with the limits for that safety zone. Uses that are identified as a limited use or require a *development permit* in accordance with Table 132-15F or 132-15G shall be subject to a calculation of *density* or intensity as follows:

(1) Residential *development density*

(A) For the purpose of this section, the total number of people for a residential *development* shall be measured in terms of *dwelling units* per acre. The total proposed *density* (including any *density* bonus in accordance with Chapter 14, Article 3, Division 7) for new residential *development* shall comply with the maximum *dwelling units* per acre specified in the applicable safety compatibility table.

(B) Maximum *densities* indicated in each safety table below are calculated as *dwelling units* per gross acre on a site-wide average. Alternatively, within the Brown Field and Montgomery Field airport influence areas *density* may be

calculated as *dwelling units* per net acre in which case, a 20 percent increase in the maximum *dwelling units* per acre for the safety zone may be permitted.

(C) Residential *density* limitations shall not be equated to the maximum intensity (people per acre) limits for non-residential uses.

(D) Residential *development* that requires a Site Development Permit for safety compatibility in accordance with Section 126.0502(c)(8) shall be designed as follows:

(i) *Dwelling units* shall be located to minimize safety hazards by taking maximum advantage of the topography and other site design features; and

(ii) *Dwelling units* shall be clustered to provide the maximum amount of open land; however, the minimum dimensions of the open land shall be 75 feet by 300 feet, with a maximum slope of 5 percent.

(2) Non-residential *development* intensity

(A) The total number of people for a non-residential *development* shall be measured in terms of intensity (people per acre). Non-residential *development* shall comply with the maximum intensity specified in the applicable safety compatibility table.

- (B) The intensity (people per acre) of a non-residential development is equivalent to the ratio of the estimated number of people for the development divided by the acreage of the premises.
- (C) Maximum intensities indicated in each safety table are calculated as people per gross acre on a site-wide average. Alternatively, within the Brown Field and Montgomery Field airport influence areas non-residential intensity may be calculated as people per net acre, in which case a 20 percent increase in the maximum intensity level identified for the safety zone in Table 132-15G may be permitted.
- (D) There are a variety of methods available to estimate the number of people associated with a non-residential development, and therefore proposed development shall comply with either:
- (i) The maximum floor area ratio indicated in the safety compatibility table; or
 - (ii) The maximum intensity (people per acre) limits and maximum lot coverage where specified in the applicable safety compatibility table. Lot coverage shall be calculated in accordance with Section 113.0240.
- (E) For the purpose of this section, floor area ratio may be used to estimate the number of people by dividing the

square footage of the proposed use by the square feet per occupant typically associated with the proposed use category, as listed in the applicable safety compatibility table and as set forth further below:

- (i) When a mix of non-residential uses are proposed from more than one use category in Table 132-15F or 132-15G, the maximum *floor area ratio* for each use shall be calculated as a proportion of the total *floor area ratio* allowable for the respective safety zone.
- (ii) For example, a project containing a mix of office (70 percent of total project square footage) and retail (30 percent of total project square footage) would be limited to 70 percent of the *floor area ratio* allowable for office as indicated in the applicable safety compatibility table, and 30 percent of the allowable *floor area ratio* for retail as indicated in the applicable safety compatibility table.
- (iii) Non-residential *accessory uses* permitted in accordance with Section 131.0125 may exempt up to 10 percent of the total floor area from the people per acre calculation where the *accessory use* is neither an assembly room designed to accommodate

more than 650 people, nor an institutional use identified as “not permitted” in the designated safety zone.

(iv) Gross floor area shall be calculated in accordance with Section 113.0234; however, parking garages may be excluded from the calculation of gross floor area.

(F) As an alternative to Section 132.1515(c)(2)(E), a development permit may be recorded to demonstrate compliance with the maximum number of people in the applicable safety zone.

(i) Where a Site Development Permit is required in accordance with Table 132-15F or 132-15G, the applicant shall demonstrate compliance with the maximum intensity (people per acre) of the safety zone through project design. Permit conditions may be added as necessary to ensure compliance with the maximum people per acre.

(ii) For all other uses where an alternative method to floor area ratio would provide a more accurate estimate of the associated number of people, a Neighborhood Development Permit may be requested in accordance with Section 132.1515(d).

(3) Within a mixed use *development*, the residential and non-residential portions of the project are allowed a proportionate share of the respective allowable *density* or intensity of the safety zone. The residential portion shall not exceed the allowable residential *density* for the safety zone in accordance with Section 132.1515(c)(1), and the non-residential portion shall not exceed the allowable intensity for the safety zone in accordance with Section 132.1515(c)(2).

(4) Safety compatibility shall be evaluated based on the location of the safety zone boundary line.

(A) Any portion of the *development* located within a designated safety zone shall comply with the regulations for that safety zone.

(B) Where non-residential *development* is proposed on a premises with multiple safety zones, the maximum *gross floor area* permitted shall be the sum of the *gross floor area* permitted in each of the zones. *Gross floor area* may be redistributed to the least restrictive safety zone or to areas of the site located outside of a designated safety zone, but shall not be redistributed to the more restrictive safety zone.

(d) An *applicant* may request approval of a Neighborhood Development Permit for a non-residential *development* where an alternative method of calculation is requested to demonstrate compliance with the maximum

intensity (people per acre).

- (1) The alternative method of calculation shall be to the satisfaction of the City Manager and may include, for example, an estimate based on the proposed number of parking spaces associated with the development or an estimate based on a survey of similar uses.
- (2) When compliance is demonstrated by an alternate method of calculation, the non-residential development may exceed the maximum floor area ratio specified in the applicable safety compatibility table if the maximum intensity limit is not exceeded.
- (3) The development permit shall specify the maximum intensity for the site, and shall require amendment of the development permit in accordance with Section 126.0113 for any future development that would exceed the maximum intensity specified in the permit.
- (4) As a condition of permit approval:
- (A) Occupancy limits more restrictive than California Building Code occupancy standards may be required to be posted on-site for the proposed development; and
- (B) A maximum number of allowable parking spaces may be specified in the permit.
- (e) Where an applicant disputes the City Manager's determination of use category for a proposed development, an applicant may request an interpretation by the Planning Commission in accordance with Section 131.0110(b).
- (f) Safety Compatibility Review for MCAS Miramar.

- (1) Table 132-15F identifies the maximum residential *density* and non-residential intensity limits for the Accident Potential and Transition safety zones located in the MCAS Miramar airport influence area as identified on the adopted safety zone map referenced in Table 132-15E.
- (2) Development is not permitted in the Clear Zone (zone with the greatest potential for aircraft accidents located immediately beyond the airport runway) as identified on the adopted safety zone map referenced in Table 132-15E.

Legend for Table 132-15F

<u>Symbol In Table 132-15F</u>	<u>Description Of Symbol</u>
<u>P</u>	<u>Permitted use. Use or use category is compatible with the identified safety zone without a limitation on maximum people per acre. The use is permitted subject to the regulations of the underlying base zone.</u>
<u>L</u>	<u>Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre.</u>
<u>L/X Percent (Floor Area Ratio)</u>	<u>Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre. The referenced maximum floor area ratio may be used as an equivalent measurement for the maximum people per acre in that safety zone.</u>
<u>SDP</u>	<u>A Site Development Permit is required to evaluate compatibility with the identified safety zone and the specified maximum people per acre. Additional regulations pertaining to a specific use may be referenced.</u>
<u>=</u>	<u>Use or use category is incompatible with the identified safety zone and is not permitted.</u>

Table 132-15F
Safety Compatibility Criteria for MCAS Miramar

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Open Space</u>			
<u>Active Recreation</u>	<u>P¹</u>	<u>P</u>	<u>P</u>
<u>Passive Recreation</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Natural Resources Preservation</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park Maintenance Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Agriculture</u>			
<u>Agricultural Processing [1000 sq ft per person]</u>	<u>=</u>	<u>L/.34</u>	<u>P</u>
<u>Aquaculture Facilities [1000 sq ft per person]</u>	<u>L/.57</u>	<u>P</u>	<u>P</u>
<u>Dairies [1000 sq ft per person]</u>	<u>L/.57</u>	<u>P</u>	<u>P</u>
<u>Horticulture Nurseries & Greenhouses [1000 sq ft per person]</u>	<u>L/.57¹⁰</u>	<u>L/1.15</u>	<u>P</u>
<u>Raising & Harvesting of Crops [1000 sq ft per person]</u>	<u>L/.57⁴</u>	<u>P</u>	<u>P</u>
<u>Raising, Maintaining & Keeping of Animals [1000 sq ft per person]</u>	<u>L/.57</u>	<u>P</u>	<u>P</u>
<u>Separately Regulated Agriculture Uses</u>			
<u>Agricultural Equipment Repair Shops [300 sq ft per person]</u>	<u>L/.17</u>	<u>L/.34</u>	<u>P</u>
<u>Commercial Stables [1000 sq ft per person]</u>	<u>L/.57</u>	<u>P</u>	<u>P</u>
<u>Community Gardens</u>	<u>P⁴</u>	<u>P</u>	<u>P</u>
<u>Equestrian Show & Exhibition Facilities [15 sq ft per person]</u>	<u>=</u>	<u>=</u>	<u>SDP²</u>
<u>Open Air Markets for the Sale of Agriculture-Related Products & Flowers</u>	<u>=</u>	<u>=</u>	<u>P</u>
<u>Residential</u>			
<u>Mobilehome Parks</u>	<u>=</u>	<u>SDP³</u>	<u>SDP³</u>
<u>Multiple Dwelling Units</u>	<u>=</u>	<u>SDP³</u>	<u>SDP³</u>
<u>Rooming House [See Section 131.0112(a)(3)(A)]</u>	<u>=</u>	<u>SDP³</u>	<u>SDP³</u>
<u>Single Dwelling Units</u>	<u>=¹¹</u>	<u>SDP³</u>	<u>SDP³</u>
<u>Separately Regulated Residential Uses</u>			
<u>Boarder & Lodger Accommodations</u>	<u>Classify with primary use</u>		
<u>Companion Units</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Employee Housing</u>	<u>=</u>	<u>SDP³</u>	<u>SDP³</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Fraternities, Sororities and Student Dormitories</u>	=	<u>SDP³</u>	<u>SDP³</u>
<u>Garage, Yard, & Estate Sales</u>	<u>Classify with primary use</u>		
<u>Guest Quarters</u>	<u>Classify with primary use</u>		
<u>Home Occupations</u>	<u>Classify with primary use</u>		
<u>Housing for Senior Citizens</u>	<u>-¹¹</u>	<u>SDP³</u>	<u>SDP³</u>
<u>Live/Work Quarters</u>	=	<u>SDP³</u>	<u>SDP³</u>
<u>Residential Care Facilities:</u>			
<u>6 or Fewer Persons</u>	<u>-¹¹</u>	<u>SDP³</u>	<u>SDP³</u>
<u>7 or More Persons</u>	=	<u>SDP³</u>	<u>SDP³</u>
<u>Transitional Housing:</u>			
<u>6 or Fewer Persons</u>	<u>-¹¹</u>	<u>SDP³</u>	<u>SDP³</u>
<u>7 or More Persons</u>	=	<u>SDP³</u>	<u>SDP³</u>
<u>Watchkeeper Quarters</u>	<u>Classify with primary use</u>		
<u>Institutional</u>			
<u>Separately Regulated Institutional Uses</u>			
<u>Airports</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Botanical Gardens & Arboretums</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Cemeteries, Mausoleums, Crematories</u>	<u>P¹</u>	<u>P¹</u>	<u>P</u>
<u>Churches & Places of Religious Assembly [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42</u>
<u>Correctional Placement Centers</u>	=	=	<u>-¹⁴</u>
<u>Educational Facilities:</u>			
<u>Kindergarten through Grade 12</u>	=	=	<u>-¹⁴</u>
<u>Colleges / Universities</u>	=	=	<u>SDP</u>
<u>Vocational / Trade School</u>	=	=	<u>SDP</u>
<u>Energy Generation & Distribution Facilities</u>	<u>L⁵</u>	<u>L⁵</u>	<u>L⁵</u>
<u>Exhibit Halls & Convention Facilities [15 sq ft per person]</u>	=	=	<u>SDP</u>
<u>Flood Control Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Historical Buildings Used for Purposes Not Otherwise Allowed</u>	<u>Classify with primary use</u>		
<u>Homeless Facilities:</u>			
<u>Congregate Meal Facilities [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42</u>
<u>Emergency Shelters</u>	=	<u>SDP</u>	<u>SDP</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Homeless Day Centers [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42</u>
<u>Hospitals, Intermediate Care Facilities & Nursing Facilities [240 sq ft per person]</u>	=	=	<u>L^{6, 14}</u>
<u>Interpretive Centers [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42²</u>
<u>Museums [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42²</u>
<u>Major Transmission, Relay, or Communications Switching Stations</u>	<u>-¹⁴</u>	<u>-¹⁴</u>	<u>P</u>
<u>Satellite Antennas</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P</u>
<u>Social Service Institutions [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Wireless communication facility</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P</u>
<u>Retail Sales</u>			
<u>Building Supplies & Equipment [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Food, Beverages and Groceries [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Consumer Goods, Furniture, Appliances, Equipment [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Pets & Pet Supplies [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Sundries, Pharmaceuticals, & Convenience Sales [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Wearing Apparel & Accessories [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Separately Regulated Sales Uses</u>			
<u>Agriculture Related Supplies & Equipment [250 sq ft per person]</u>	<u>-L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Alcoholic Beverage Outlets [170 sq ft per person]</u>	=	<u>L/.20</u>	<u>P</u>
<u>Plant Nurseries [250 sq ft per person]</u>	<u>-L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Swap Meets & Other Large Outdoor Retail Facilities [250 sq ft per person]</u>	=	<u>L/.29</u>	<u>P</u>
<u>Commercial Services</u>			
<u>Building Services [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Business Support [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Eating & Drinking Establishments [60 sq ft per person]</u>	=	<u>-¹³</u>	<u>P</u>
<u>Financial Institutions [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Funeral & Mortuary Services [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Maintenance & Repair [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Off-Site Services [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Personal Services [200 sq ft per person]</u>	=	<u>L/.23</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Radio & Television Studios</u> [215 sq ft per person]	=	<u>L/.25</u>	<u>P</u>
<u>Assembly & Entertainment</u> [60 sq ft per person]	=	<u>L/.07</u>	<u>L/.42²</u>
<u>Visitor Accommodations</u>	=	=	<u>P</u>
<u>Separately Regulated Commercial Services Uses</u>			
<u>Adult Entertainment Establishments:</u>			
<u>Adult Book Store</u> [170 sq ft per person]	=	<u>L/.20</u>	<u>P</u>
<u>Adult Cabaret</u>	=	=	<u>P</u>
<u>Adult Drive-In Theater</u>	=	=	<u>SDP</u>
<u>Adult Mini-Motion Picture Theater</u> [15 sq ft per person]	=	=	<u>P²</u>
<u>Adult Model Studio</u> [200 sq ft per person]	=	<u>L/.23</u>	<u>P</u>
<u>Adult Motel</u> [200 sq ft per person]	=	=	<u>P</u>
<u>Adult Motion Picture Theater</u> [15 sq ft per person]	=	=	<u>P²</u>
<u>Adult Peep Show Theater</u> [15 sq ft per person]	=	=	<u>P²</u>
<u>Adult Theater</u> [15 sq ft per person]	=	=	<u>P²</u>
<u>Body Painting Studio</u> [200 sq ft per person]	=	<u>L/.23</u>	<u>P</u>
<u>Massage Establishment</u> [200 sq ft per person]	=	<u>L/.23</u>	<u>P</u>
<u>Sexual Encounter Establishment</u> [200 sq ft per person]	=	<u>L/.23</u>	<u>P</u>
<u>Bed & Breakfast Establishments:</u>			
<u>1-2 Guest Rooms</u>	=	=	<u>P</u>
<u>3-5 Guest Rooms</u>	=	=	<u>P</u>
<u>6+ Guest Rooms</u>	=	=	<u>P</u>
<u>Boarding Kennels</u> [200 sq ft per person]	=	<u>L/.23</u>	<u>P</u>
<u>Camping Parks</u>	<u>SDP</u>	<u>SDP</u>	<u>P</u>
<u>Child Care Facilities:</u>			
<u>Child Care Centers</u>	=	=	<u>=¹⁴</u>
<u>Large Family Day Care Homes</u>	=	=	<u>P</u>
<u>Small Family Day Care Homes</u>	=	=	<u>P</u>
<u>Eating and Drinking Establishments Abutting Residentially Zoned Property</u> [60 sq ft per person]	=	<u>=¹³</u>	<u>P</u>
<u>Fairgrounds</u>	=	=	=
<u>Golf Courses, Driving Ranges, and Pitch & Putt Courses</u>	<u>P¹</u>	<u>P¹</u>	<u>P</u>
<u>Helicopter Landing Facilities</u>	=	=	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Instructional Studios [200 sq ft per person]</u>	=	<u>L/.23</u>	<u>P</u>
<u>Massage Establishments, Specialized Practice [200 sq ft per person]</u>	=	<u>L/.23</u>	<u>P</u>
<u>Nightclubs & Bars over 5,000 square feet in size [60 sq ft per person]</u>	=	=	<u>P</u>
<u>Parking Facilities as a Primary Use:</u>			
<u>Permanent Parking Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Temporary Parking Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Private Clubs, Lodges and Fraternal Organizations [60 sq ft per person]</u>	=	<u>L/.07</u>	<u>L/.42²</u>
<u>Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size</u>	=	<u>SDP</u>	<u>SDP²</u>
<u>Pushcarts</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recycling Facilities:</u>			
<u>Large Collection Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Small Collection Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Large Construction & Demolition Debris Recycling Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Small Construction & Demolition Debris Recycling Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Drop-off Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Green Materials Composting Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Mixed Organic Composting Facility</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P</u>
<u>Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Large Processing Facility Accepting All Types of Traffic</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Small Processing Facility Accepting All Types of Traffic</u>	<u>P^{4,8}</u>	<u>P^{4,8}</u>	<u>P⁸</u>
<u>Reverse Vending Machines</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Tire Processing Facility</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>
<u>Sidewalk Cafes</u>	=	=	<u>P</u>
<u>Sports Arenas & Stadiums</u>	=	=	=
<u>Theaters that are outdoor or over 5,000 square feet in size [15 sq ft per person]</u>	=	=	<u>SDP</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Urgent Care Facilities [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Veterinary Clinics & Animal Hospitals [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Zoological Parks</u>	=	=	=
<u>Offices</u>			
<u>Business & Professional [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Government [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Medical, Dental, & Health Practitioner [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Regional & Corporate Headquarters [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Separately Regulated Office Uses</u>			
<u>Real Estate Sales Offices & Model Homes [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Sex Offender Treatment & Counseling [215 sq ft per person]</u>	=	<u>L/.25</u>	<u>P</u>
<u>Vehicle & Vehicular Equipment Sales & Service</u>			
<u>Commercial Vehicle Repair & Maintenance [300 sq ft per person]</u>	<u>L/.17⁹</u>	<u>L/.34⁹</u>	<u>P⁹</u>
<u>Commercial Vehicle Sales & Rentals [250 sq ft per person]</u>	<u>L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Personal Vehicle Repair & Maintenance [300 sq ft per person]</u>	<u>L/.17⁹</u>	<u>L/.34⁹</u>	<u>P⁹</u>
<u>Personal Vehicle Sales & Rentals [250 sq ft per person]</u>	<u>L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Vehicle Equipment & Supplies Sales & Rentals [250 sq ft per person]</u>	<u>L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses</u>			
<u>Automobile Service Stations [300 sq ft per person]</u>	<u>L/.17⁹</u>	<u>L/.34⁹</u>	<u>P⁹</u>
<u>Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i> [250 sq ft per person]</u>	<u>L/.14</u>	<u>L/.29</u>	<u>P</u>
<u>Wholesale, Distribution, Storage</u>			
<u>Equipment & Materials Storage Yards</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P</u>
<u>Moving & Storage Facilities [1,000 sq ft per person]</u>	<u>L/.57¹⁰</u>	<u>L/1.15</u>	<u>P</u>
<u>Warehouses [1,000 sq ft per person]</u>	<u>L/.57¹⁰</u>	<u>L/1.15</u>	<u>P</u>
<u>Wholesale Distribution [1,000 sq ft per person]</u>	<u>L/.57¹⁰</u>	<u>L/1.15</u>	<u>P</u>
<u>Separately Regulated Wholesale, Distribution, and Storage Uses</u>			
<u>Impound Storage Yards</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P</u>
<u>Junk Yards</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P</u>
<u>Temporary Construction Storage Yards Located off-site</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>APZ I</u>	<u>APZ II</u>	<u>TZ</u>
<u>Maximum People Per Acre</u>	<u>25</u>	<u>50</u>	<u>300</u>
<u>Industrial</u>			
<u>Heavy Manufacturing</u> [300 sq ft per person]	=	<u>L/.34</u> ⁸	<u>P</u>
<u>Light Manufacturing</u> [490 sq ft per person]	<u>L/.28</u> ⁸	<u>L/.56</u> ⁸	<u>P</u>
<u>Marine Industry</u> [300 sq ft per person]	=	<u>L/.34</u> ⁸	<u>P</u>
<u>Research & Development</u> [300 sq ft per person]	=	<u>L/.34</u> ⁸	<u>P</u> ⁸
<u>Trucking & Transportation Terminals</u>	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹
<u>Separately Regulated Industrial Uses</u>			
<u>Hazardous Waste Research Facility</u>	=	=	=
<u>Hazardous Waste Treatment Facility</u>	=	=	=
<u>Marine Related Uses Within the Coastal Overlay Zone</u> [300 sq ft per person]	=	<u>L/.34</u> ⁸	<u>P</u>
<u>Mining and Extractive Industries</u>	<u>P</u> ¹²	<u>P</u> ¹²	<u>P</u> ¹²
<u>Newspaper Publishing Plants</u> [490 sq ft per person]	<u>L/.28</u>	<u>L/.56</u>	<u>P</u>
<u>Processing & Packaging of Plant Products & Animal By-products Grown Off-premises</u> [300 sq ft per person]	=	<u>L/.34</u>	<u>P</u>
<u>Very Heavy Industrial Uses</u> [300 sq ft per person]	=	<u>L/.34</u> ⁸	<u>P</u>
<u>Wrecking & Dismantling of Motor Vehicles</u>	<u>P</u> ⁸	<u>P</u> ⁸	<u>P</u>

Footnotes to Table 132-15F

- 1 Facilities designed to accommodate 50 people or more in a confined space are not permitted.
- 2 Fixed outdoor seating facilities designed to accommodate 300 or more people, or fixed indoor seating facilities designed to accommodate 650 or more people, are not permitted.
- 3 Residential development is permitted up to a maximum density of .2 dwelling units per acre in the APZ II Zone, and up to a maximum density of 2 dwelling units per acre in the Transition Zone. Additional density may be requested with a Site Development Permit in accordance with Section 132.1515(c)(1)(D) (up to a maximum of 2 dwelling units per acre in the APZ II Zone and up to a maximum 20 dwelling units per acre in the Transition Zone).
- 4 Facilities shall be designed and operated to avoid attracting birds.
- 5 A primary power plant in the APZ I, APZ II, or Transition Zone, or electrical substation in the APZ I or APZ II, that contains no petrochemical storage or development features that would generate smoke, heat, or visibility hazards that could interfere with the safety of aircraft flight shall be permitted, if the applicant obtains a determination of consistency from the Airport Land Use Commission in accordance with Section 132.1550(c). Peaker plants and electrical substations are permitted in the Transition Zone without limitation or need for a consistency determination.
- 6 New hospitals are not permitted. Existing hospitals may expand up to 1.65 floor area ratio. Intermediate care facilities and nursing facilities are permitted in the Transition Zone up to a maximum .69 floor area ratio.
- 7 Frequencies shall not interfere with military communications or navigation frequencies.
- 8 Processing, manufacturing, or storage of bulk quantities of hazardous materials (greater than 10,000 gallons) is not permitted.
- 9 Fuel storage must be located underground.

- 10 Identified use categories are subject to maximum lot coverage of 40 percent.
- 11 New residential subdivision development is not permitted in the APZ I zone. However, a new single dwelling unit may be developed in accordance with the underlying base zone.
- 12 The use of explosives is not permitted.
- 13 In the APZ II Zone, retail food and drink service is permitted for consumption off of the premises. Limited on-site consumption may be permitted up to a maximum of 3,000 square feet as an accessory use within a commercial or industrial development.
- 14 Expansion of previously conforming development in this land use category is subject to Section 132.1535(d).

(g) Safety Compatibility Review for Brown Field and Montgomery Field.

(1) Table 132-15G identifies the maximum residential density and non-residential intensity limits for each designated safety zone in the Brown Field and Montgomery Field airport influence areas as identified on adopted maps referenced in Table 132-15E.

(2) Intensity Bonus for Incorporation of Risk Reduction Measures

(A) An applicant may request additional intensity for non-residential development in the Brown Field or Montgomery Field airport influence areas through a Process Two Neighborhood Development Permit by demonstrating that the building is designed to minimize risk and exceed the minimum safety requirements of the California Building Code.

(B) Buildings that incorporate risk reduction design features consistent with the findings in Section 126.0404(e) are eligible for maximum intensities as follows:

- (i) Zone 2: up to 105 people per acre.
- (ii) Zones 3 and 4: up to 260 people per acre.
- (iii) Zone 5: up to 400 people per acre.

Legend for Table 132-15G

Symbol In Table 132-15G	Description Of Symbol
<u>P</u>	<u>Permitted use. Use or use category is compatible with the identified safety zone without a limitation on maximum people per acre. The use is permitted subject to the regulations of the underlying base zone.</u>
<u>L</u>	<u>Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre and lot coverage.</u>
<u>L/X Percent (Floor Area Ratio)</u>	<u>Limited use. Use or use category is conditionally compatible with the identified safety zone, and is permitted subject to the regulations of the underlying base zone and other limitations including maximum people per acre. The referenced maximum floor area ratio may be used as an equivalent measurement for the maximum people per acre and lot coverage in that safety zone.</u>
<u>SDP</u>	<u>A Site Development Permit is required to evaluate compatibility with the identified safety zone and the specified maximum intensity (people per acre). Additional regulations pertaining to a specific use may be referenced.</u>
<u>=</u>	<u>Use or use category is incompatible with the identified safety zone and is not permitted.</u>

Table 132-15G
Safety Compatibility Criteria for Brown Field and Montgomery Field

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	<u>N/A</u>	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage¹¹</u>	<u>N/A</u>	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>Open Space</u>						
<u>Active Recreation</u>	<u>=</u>	<u>P¹</u>	<u>P²</u>	<u>P²</u>	<u>P¹</u>	<u>P^{2,3}</u>
<u>Passive Recreation</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Natural Resources Preservation</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park Maintenance Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Agriculture</u>						
<u>Agricultural Processing [300 sq ft per person]</u>	<u>=</u>	<u>L/.48</u>	<u>L/.90</u>	<u>L/.90</u>	<u>L/1.38</u>	<u>P</u>
<u>Aquaculture Facilities</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	<u>N/A</u>	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage</u> ¹¹	<u>N/A</u>	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>Dairies</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Horticulture Nurseries & Greenhouses</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Raising & Harvesting of Crops</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Raising, Maintaining & Keeping of Animals</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Separately Regulated Agriculture Uses</u>						
<u>Agricultural Equipment Repair Shops</u>	=	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Commercial Stables</u>	=	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Community Gardens</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Equestrian Show & Exhibition Facilities</u>	=	=	=	=	=	<u>P</u> ³
<u>Open Air Markets for the Sale of Agriculture-Related Products & Flowers</u>	=	=	=	=	=	<u>P</u>
<u>Residential</u>						
<u>Mobilehome Parks</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Multiple Dwelling Units</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Rooming House</u> [See Section 131.0112(a)(3)(A)]	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Single Dwelling Units</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Separately Regulated Residential Uses</u>						
<u>Boarder & Lodger Accommodations</u>	<u>Classify with primary use</u>					
<u>Companion Units</u>	=	=	<u>P</u>	<u>P</u>	=	<u>P</u>
<u>Employee Housing</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Fraternities, Sororities and Student Dormitories</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Garage, Yard, & Estate Sales</u>	<u>Classify with primary use</u>					
<u>Guest Quarters</u>	<u>Classify with primary use</u>					
<u>Home Occupations</u>	<u>Classify with primary use</u>					
<u>Housing for Senior Citizens</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Live/Work Quarters</u>	=	=	<u>SDP</u> ⁴	<u>SDP</u> ⁴	=	<u>P</u>
<u>Residential Care Facilities:</u>						

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	<u>N/A</u>	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage</u> ¹¹	<u>N/A</u>	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>6 or Fewer Persons</u>	<u>=</u>	<u>=</u>	<u>SDP</u> ⁴	<u>SDP</u> ⁴	<u>=</u>	<u>P</u>
<u>7 or More Persons</u>	<u>=</u>	<u>=</u>	<u>SDP</u> ⁴	<u>SDP</u> ⁴	<u>=</u>	<u>P</u>
<u>Transitional Housing:</u>						
<u>6 or Fewer Persons</u>	<u>=</u>	<u>=</u>	<u>SDP</u> ⁴	<u>SDP</u> ⁴	<u>=</u>	<u>P</u>
<u>7 or More Persons</u>	<u>=</u>	<u>=</u>	<u>SDP</u> ⁴	<u>SDP</u> ⁴	<u>=</u>	<u>P</u>
<u>Watchkeeper Quarters</u>	<u>Classify with primary use</u>					
<u>Institutional</u>						
<u>Separately Regulated Institutional Uses</u>						
<u>Airports</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Botanical Gardens & Arboretums</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Cemeteries, Mausoleums, Crematories</u>	<u>=</u>	<u>P</u> ¹	<u>P</u> ²	<u>P</u> ²	<u>P</u> ²	<u>P</u>
<u>Churches & Places of Religious Assembly</u> [60 sq ft per person]	<u>=</u>	<u>L/.10</u> ⁷	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u> ³
<u>Correctional Placement Centers</u>	<u>=</u>	<u>=</u>	<u>-</u> ¹²	<u>-</u> ¹²	<u>=</u>	<u>P</u>
<u>Educational Facilities:</u>						
<u>Kindergarten through Grade 12</u>	<u>=</u>	<u>=</u>	<u>-</u> ¹²	<u>-</u> ¹²	<u>=</u>	<u>P</u>
<u>Colleges / Universities</u>	<u>=</u>	<u>=</u>	<u>SDP</u>	<u>SDP</u>	<u>=</u>	<u>P</u>
<u>Vocational / Trade School</u>	<u>=</u>	<u>=</u>	<u>SDP</u>	<u>SDP</u>	<u>=</u>	<u>P</u>
<u>Energy Generation & Distribution Facilities</u> ¹⁴	<u>=</u>	<u>=</u>	<u>L</u> ¹⁴	<u>L</u> ¹⁴	<u>=</u>	<u>L</u> ¹⁴
<u>Exhibit Halls & Convention Facilities</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>P</u> ³
<u>Flood Control Facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Historical Buildings Used for Purposes Not Otherwise Allowed</u>	<u>Classify with primary use</u>					
<u>Homeless Facilities:</u>						
<u>Congregate Meal Facilities</u> [60 sq ft per person]	<u>=</u>	<u>L/.10</u> ⁷	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Emergency Shelters</u>	<u>=</u>	<u>=</u>	<u>SDP</u>	<u>SDP</u>	<u>=</u>	<u>P</u>
<u>Homeless Day Centers</u> [60 sq ft per person]	<u>=</u>	<u>L/.10</u> ⁷	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Hospitals, Intermediate Care Facilities & Nursing Facilities</u> [240 sq ft per person]	<u>=</u>	<u>=</u>	<u>L</u> ^{6, 12}	<u>L</u> ^{6, 12}	<u>=</u>	<u>P</u>

Use Categories/ Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Maximum People Per Acre	N/A	70	130	130	200	No limit
Maximum Lot Coverage ¹¹	N/A	50%	60%	70%	70%	N/A
<u>Interpretive Centers [60 sq ft per person]</u>	=	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Museums [60 sq ft per person]</u>	=	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P³</u>
<u>Major Transmission, Relay, or Communications Switching Stations</u>	=	=	<u>P</u>	<u>P</u>	=	<u>P</u>
<u>Satellite Antennas</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Social Service Institutions [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Wireless communication facility</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Retail Sales						
<u>Building Supplies & Equipment [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/.1.15</u>	<u>P</u>
<u>Food, Beverages and Groceries [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
<u>Consumer Goods, Furniture, Appliances, Equipment [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
<u>Pets & Pet Supplies [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
<u>Sundries, Pharmaceuticals, & Convenience Sales [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
<u>Wearing Apparel & Accessories [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
Separately Regulated Sales Uses						
<u>Agriculture Related Supplies & Equipment [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/.1.15</u>	<u>P</u>
<u>Alcoholic Beverage Outlets [170 sq ft per person]</u>	=	<u>L/.27⁷</u>	<u>L/.51</u>	<u>L/.51</u>	<u>L/.78</u>	<u>P</u>
<u>Plant Nurseries [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/.1.15</u>	<u>P</u>
<u>Swap Meets & Other Large Outdoor Retail Facilities [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/.1.15</u>	<u>P</u>
Commercial Services						
<u>Building Services [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Business Support [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Eating & Drinking Establishments [60 sq ft per person]</u>	=	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Financial Institutions [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	N/A	70	130	130	200	No limit
<u>Maximum Lot Coverage</u> ¹¹	N/A	50%	60%	70%	70%	N/A
<u>Funeral & Mortuary Services</u> [215 sq ft per person]	=	L/.35	L/.64	L/.64	L/.99	P
<u>Maintenance & Repair</u>	=	P	P	P	P	P
<u>Off-Site Services</u> [215 sq ft per person]	=	L/.35	L/.64	L/.64	L/.99	P
<u>Personal Services</u> [200 sq ft per person]	=	L/.32	P	P	P	P
<u>Radio & Television Studios</u> [215 sq ft per person]	=	L/.35	L/.64	L/.64	L/.99	P
<u>Assembly & Entertainment</u> [60 sq ft per person]	=	L/.10 ^{2,7}	L/.18 ²	L/.18	L/.28	P ^{2,3}
<u>Visitor Accommodations</u> [200 sq ft per person]	=	L/.32	L/.60	L/.60	L/.92	P
<u>Separately Regulated Commercial Services Uses</u>						
<u>Adult Entertainment Establishments:</u>						
<u>Adult Book Store</u> [170 sq ft per person]	=	L/.27 ⁷	L/.51	L/.51	L/.78	P
<u>Adult Cabaret</u> [60 sq ft per person]	=	L/.10 ⁷	L/.18	L/.18	L/.28	P
<u>Adult Drive-In Theater</u>	=	=	=	=	=	P
<u>Adult Mini-Motion Picture Theater</u> [15 sq ft per person]	=	=	L/.04	L/.04	=	P
<u>Adult Model Studio</u> [200 sq ft per person]	=	L/.32	P	P	P	P
<u>Adult Motel</u> [200 sq ft per person]	=	L/.32	L/.60	L/.60	L/.92	P
<u>Adult Motion Picture Theater</u> [15 sq ft per person]	=	=	L/.04	L/.04	=	P
<u>Adult Peep Show Theater</u> [15 sq ft per person]	=	=	L/.04	L/.04	=	P
<u>Adult Theater</u> [15 sq ft per person]	=	=	L/.04	L/.04	=	P
<u>Body Painting Studio</u> [200 sq ft per person]	=	L/.32	P	P	P	P
<u>Massage Establishment</u> [200 sq ft per person]	=	L/.32	P	P	P	P
<u>Sexual Encounter Establishment</u> [200 sq ft per person]	=	L/.32	P	P	P	P
<u>Bed & Breakfast Establishments:</u>						
<u>1-2 Guest Rooms</u>	=	P	P	P	P	P
<u>3-5 Guest Rooms</u>	=	P	P	P	P	P
<u>6+ Guest Rooms</u> [200 sq ft per person]	=	=	L/.60	L/.60	L/.92	P

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	<u>N/A</u>	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage</u> ¹¹	<u>N/A</u>	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>Boarding Kennels [200 sq ft per person]</u>	<u>=</u>	<u>L/.32</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Camping Parks</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Child Care Facilities:</u>						
<u>Child Care Centers</u>	<u>=</u>	<u>=</u>	<u>=¹²</u>	<u>=¹²</u>	<u>=</u>	<u>P</u>
<u>Large Family Day Care Homes</u>	<u>=</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>P</u>
<u>Small Family Day Care Homes</u>	<u>=</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>=</u>	<u>P</u>
<u>Eating and Drinking Establishments Abutting Residentially Zoned Property [60 sq ft per person]</u>	<u>=</u>	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Fairgrounds</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>P^{2,3}</u>
<u>Golf Courses, Driving Ranges, and Pitch & Putt Courses</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Helicopter Landing Facilities</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Instructional Studios [60 sq ft per person]</u>	<u>=</u>	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Massage Establishments, Specialized Practice [200 sq ft per person]</u>	<u>=</u>	<u>L/.32</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Nightclubs & Bars over 5,000 square feet in size [60 sq ft per person]</u>	<u>=</u>	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Parking Facilities as a Primary Use:</u>						
<u>Permanent Parking Facilities</u>	<u>P⁵</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Temporary Parking Facilities</u>	<u>P⁵</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Private Clubs, Lodges and Fraternal Organizations [60 sq ft per person]</u>	<u>=</u>	<u>L/.10⁷</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Privately Operated, Outdoor Recreation Facilities over 40,000 square feet in size</u>	<u>=</u>	<u>=</u>	<u>SDP</u>	<u>SDP</u>	<u>=</u>	<u>P^{2,3}</u>
<u>Pushcarts</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recycling Facilities:</u>						
<u>Large Collection Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Small Collection Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Large Construction & Demolition Debris Recycling Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	<u>N/A</u>	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage ¹¹</u>	<u>N/A</u>	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>Small Construction & Demolition Debris Recycling Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Drop-off Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Green Materials Composting Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mixed Organic Composting Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Large Processing Facility Accepting All Types of Traffic</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Small Processing Facility Accepting All Types of Traffic</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Reverse Vending Machines</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Tire Processing Facility</u>	<u>=</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Sidewalk Cafes [60 sq ft per person]</u>	<u>=</u>	<u>=</u>	<u>L/.18</u>	<u>L/.18</u>	<u>L/.28</u>	<u>P</u>
<u>Sports Arenas & Stadiums</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>P^{2,3}</u>
<u>Theaters that are outdoor or over 5,000 square feet in size [15 sq ft per person]</u>	<u>=</u>	<u>=</u>	<u>L/.04</u>	<u>L/.04</u>	<u>=</u>	<u>P</u>
<u>Urgent Care Facilities [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Veterinary Clinics & Animal Hospitals [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Zoological Parks</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>P^{2,3}</u>
<u>Offices</u>						
<u>Business & Professional [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Government [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Medical, Dental, & Health Practitioner [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Regional & Corporate Headquarters [215 sq ft per person]</u>	<u>=</u>	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	N/A	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage</u> ¹¹	N/A	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	<u>N/A</u>
<u>Separately Regulated Office Uses</u>						
<u>Real Estate Sales Offices & Model Homes [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Sex Offender Treatment & Counseling [215 sq ft per person]</u>	=	<u>L/.35</u>	<u>L/.64</u>	<u>L/.64</u>	<u>L/.99</u>	<u>P</u>
<u>Vehicle & Vehicular Equipment Sales & Service</u>						
<u>Commercial Vehicle Repair & Maintenance [300 sq ft per person]</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Commercial Vehicle Sales & Rentals [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/1.15</u>	<u>P</u>
<u>Personal Vehicle Repair & Maintenance [300 sq ft per person]</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Personal Vehicle Sales & Rentals [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/1.15</u>	<u>P</u>
<u>Vehicle Equipment & Supplies Sales & Rentals [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/1.15</u>	<u>P</u>
<u>Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses</u>						
<u>Automobile Service Stations</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Outdoor Storage & Display of New, Unregistered Motor Vehicles as a Primary Use [250 sq ft per person]</u>	=	<u>L/.40</u>	<u>L/.75</u>	<u>L/.75</u>	<u>L/1.15</u>	<u>P</u>
<u>Wholesale, Distribution, Storage</u>						
<u>Equipment & Materials Storage Yards</u>	<u>P¹³</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Moving & Storage Facilities</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Warehouses</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Wholesale Distribution</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Separately Regulated Wholesale, Distribution, and Storage Uses</u>						
<u>Impound Storage Yards</u>	<u>P¹³</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Junk Yards</u>	<u>P¹³</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Temporary Construction Storage Yards Located off-site</u>	<u>P¹³</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Use Categories/ Subcategories</u> [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	<u>Zone 1</u>	<u>Zone 2</u>	<u>Zone 3</u>	<u>Zone 4</u>	<u>Zone 5</u>	<u>Zone 6</u>
<u>Maximum People Per Acre</u>	N/A	<u>70</u>	<u>130</u>	<u>130</u>	<u>200</u>	<u>No limit</u>
<u>Maximum Lot Coverage</u> ¹¹	N/A	<u>50%</u>	<u>60%</u>	<u>70%</u>	<u>70%</u>	N/A
<u>Industrial</u>						
<u>Heavy Manufacturing</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P</u>
<u>Light Manufacturing</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P</u>
<u>Marine Industry</u>	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Research & Development</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P⁸</u>
<u>Trucking & Transportation Terminals</u>	=	<u>P⁹</u>	<u>P</u>	<u>P</u>	<u>P⁹</u>	<u>P</u>
<u>Separately Regulated Industrial Uses</u>						
<u>Hazardous Waste Research Facility</u>	=	=	=	=	=	<u>P</u>
<u>Hazardous Waste Treatment Facility</u>	=	=	=	=	=	<u>P</u>
<u>Marine Related Uses Within the Coastal Overlay Zone</u> [300 sq ft per person]	=	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mining and Extractive Industries</u>	=	<u>P¹⁰</u>	<u>P¹⁰</u>	<u>P¹⁰</u>	<u>P¹⁰</u>	<u>P¹⁰</u>
<u>Newspaper Publishing Plants</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P</u>
<u>Processing & Packaging of Plant Products & Animal By-products Grown Off-premises</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P</u>
<u>Very Heavy Industrial Uses</u> [300 sq ft per person]	=	<u>L/.48⁸</u>	<u>L/.90⁸</u>	<u>L/.90⁸</u>	<u>L/1.38⁸</u>	<u>P</u>
<u>Wrecking & Dismantling of Motor Vehicles</u>	<u>P^{8,13}</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P</u>

Footnotes to Table 132-15G

- 1 Facilities designed to accommodate 50 people or more in a confined space are not permitted.
- 2 Fixed outdoor seating facilities are permitted up to a maximum of 240 people in Zone 3, up to a maximum of 300 people in Zone 4, and up to a maximum of 1,000 people in Zone 6. In Zone 6, additional people may occupy areas without fixed seating, but an additional exit is required in accordance with Table 132-15G footnote 3.
- 3 Facilities designed to accommodate 1,000 people or more shall provide exits in accordance with the California Building Code, plus one additional exit for every 1,000 people that would be concentrated in a confined space. The additional exit(s) shall provide occupants with the ability to exit the facility more quickly in case of emergency.
- 4 Residential development may be permitted up to a maximum density of 4 dwelling units per acre in Zones 3 and 4 with issuance of a Building Permit. Additional density may be requested with a Site Development Permit up to a maximum 16 dwelling units per acre in Zone 3, and up to a maximum of 20 dwelling units per acre in Zone 4 in accordance with Section 132.1515(c)(1)(D).

- 5 Above grade structured parking is not permitted in Zone 1. Surface parking is not permitted in the Zone 1 designated object free area.
- 6 New hospitals are not permitted. Existing hospitals may expand up to .72 floor area ratio in accordance with Section 132.1535(d)(3)(B). Intermediate care facilities and nursing facilities are permitted up to a maximum .30 floor area ratio.
- 7 In Zone 2, this use category is not eligible for an intensity bonus for incorporation of risk reduction measures in accordance with Section 132.1515(g)(2). Eating and drinking establishments in Zone 2 are limited to a maximum of 3,000 square feet.
- 8 Processing, manufacturing, or storage of bulk quantities of hazardous materials (greater than 10,000 gallons) is not permitted.
- 9 Transportation terminals are not permitted in Zones 1, 2, or 5.
- 10 The use of explosives is not permitted.
- 11 In cases where a maximum allowable floor area ratio is indicated for a use category, new development may comply with either 1) the maximum floor area or 2) the maximum lot coverage and maximum intensity for the safety zone.
- 12 Expansion of previously conforming development in this land use category is subject to Section 132.1535(d).
- 13 Accessory offices are not permitted in Zone 1.
- 14 A power plant that contains no petrochemical storage or development features that would generate smoke, heat, or visibility hazards that could interfere with the safety of aircraft flight shall be permitted in Zones 3, 4, and 6, if the applicant obtains a determination of consistency from the Airport Land Use Commission in accordance with Section 132.1550(c). Peaker plants are permitted in Zone 6, and electrical substations are permitted in Zones 3, 4, and 6, without limitation or need for a consistency determination.

§132.1520 Airspace Protection Compatibility

Airspace protection compatibility within Review Areas 1 and 2 of this overlay zone shall be evaluated in accordance with this Section.

- (a) Within each airport influence area, an airspace protection area is designated to protect navigable airspace and avoid creation of hazards to aircraft in flight in accordance with Code of Federal Regulations, Title 14, Part 77 (Federal Aviation Regulations Part 77). The airspace protection area geographically consists of locations within the Federal Aviation Regulations Part 77 surfaces, surfaces identified as high terrain areas, and the Federal Aviation Administration notification area identified on Airport Land Use Compatibility Plan airspace protection maps, prepared and adopted by the Airport Land Use Commission for each airport and filed in the office of the City Clerk. Adopted airspace protection maps identified

in Table 132-15J shall be used to determine land use compatibility in accordance with Section 132.1520(b).

Table 132-15J

Adopted Airspace Protection Maps

<u>Airport Influence Area</u>	<u>Map Number</u>
MCAS Miramar	C-932
Brown Field	C-943
Gillespie Field	C-946
Montgomery Field	C-938

(b) Potential airspace obstructions shall be evaluated for compatibility with Federal Aviation Regulations Part 77, Subpart C in accordance with the following:

- (1) Within the primary surface and beneath the approach or transitional surface area, development shall not exceed the Federal Aviation Regulations Part 77 surfaces or airspace protection surfaces identified by the United States Standard for Terminal Instrument Procedures (TERPS).
- (2) Within the horizontal or conical surface area, development may exceed the Federal Aviation Regulations Part 77 surfaces or airspace protection surfaces identified by TERPS, up to a maximum height of 35 feet above grade where determined to be compatible in accordance with Section 132.1520(b)(3).
- (3) Development that would exceed the airspace protection surface elevation may be determined to be compatible if:

- (i) The Federal Aviation Administration (FAA) determines that the *development* would not be a hazard to air navigation;
- (ii) The proposed design of the *development* reflects recommendations of the FAA aeronautical study and recommendations provided by the California Department of Transportation, Division of Aeronautics related to acceptability of the proposed height of the *development*;
and
- (iii) An aviation easement in accordance with Section 132.1530 is recorded prior to approval.

(c) FAA Notification Requirements

- (1) The applicant shall notify the FAA for:
 - (A) *Development* located within the FAA notification area that exceeds the 100:1 notification surface;
 - (B) *Development* within the Airport Land Use Compatibility Overlay Zone that would be 200 feet or greater above grade;
 - (C) *Development* that would exceed the Federal Aviation Regulations Part 77 surfaces or airspace protection surfaces identified by the United States Standard for Terminal Instrument Procedures (TERPS);
 - (D) *Development* in designated high terrain areas;

(E) Development on the premises of a public use airport or
heliport; or

(F) Development with the potential to cause visual, electronic,
or wildlife hazards in conflict with FAA Regulations Part
77.

(2) Where FAA notification is required in accordance with Section
132.1520(c)(1), prior to the issuance of any permit, the applicant
shall:

(A) Provide evidence that notification (FAA Form 7460-1) was
submitted to the FAA in accordance with Federal Aviation
Regulations Part 77; and

(B) Provide evidence of a final FAA determination of No
Hazard to Air Navigation; or

(C) In accordance with Section 77.15 of the Federal Aviation
Regulations Part 77, submit a "No FAA Notification Self
Certification Agreement" to the satisfaction of the City
Manager for development that meets the criteria in Section
132.1520(c)(3).

(3) FAA notification is not required for development that meets the
following unless otherwise requested by the City, SDCRAA,
California Department of Transportation, or FAA:

(A) Development that would be shielded by existing structures
of a permanent and substantial character or by natural
terrain or topographic features of equal or greater height:

and

(B) Where it is evident beyond all reasonable doubt that the proposed structure would not adversely affect public health and safety with respect to air navigation.

(4) A determination of consistency by the SDCRAA in accordance with Section 132.1550 may not be used to satisfy the FAA notification requirement.

(d) California Department of Transportation, Division of Aeronautics Development that would include structures greater than 500 feet above grade shall obtain a permit from the California Department of Transportation unless approval is obtained from the Federal Communications Commission or the FAA, pursuant to Public Utilities Code Section 21656.

§132.1525 Aircraft Overflight Notification

(a) An overflight notification area has been designated for areas subject to aircraft overflight within this overlay zone. Adopted aircraft overflight maps identified in Table 132-15K are filed in the office of the City Clerk.

Table 132-15K

Adopted Aircraft Overflight Maps

<u>Airport Influence Area</u>	<u>Map Number</u>
<u>MCAS Miramar</u>	<u>C-931</u>
<u>Brown Field</u>	<u>C-941</u>
<u>Gillespie Field</u>	<u>C-945</u>
<u>Montgomery Field</u>	<u>C-936</u>

(b) Zoning actions to apply the Airport Land Use Compatibility Overlay Zone shall constitute property owner notification of aircraft overflight in accordance with adopted Airport Land Use Compatibility Plans.

(1) Property in the designated aircraft overflight area may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations. Individual sensitivities to those annoyances can vary from person to person.

(2) The airport operator may be contacted for information regarding hours of operation, master plans, and other relevant information regarding airport operations.

(A) The FAA has sole and exclusive regulatory authority over the operation of aircraft for municipal airports.

(B) The FAA and Department of Defense share regulatory authority over the operation of military aircraft for MCAS Miramar.

§132.1530 Requirement for Avigation Easement

(a) Within the airport influence area for Brown Field or Montgomery Field, an applicant may be required to dedicate an avigation easement as a condition of approval for:

(1) Development that would deviate from the noise compatibility requirements in Section 132.1510;

(2) Development at a location with associated aircraft noise exposure of 65 dB or greater that would be subject to a Neighborhood Use Permit or Conditional Use Permit in accordance with Chapter 14.

Article 1 (Separately Regulated Use Regulations):

(3) Development that would be located within Safety Zone 1 (runway protection zone); or

(4) Development that would exceed a Federal Aviation Regulations Part 77 airspace protection surface, including development where existing grade exceeds a Federal Aviation Regulations Part 77 airspace protection surface.

(b) The aviation easement document shall be recorded with the County Recorder to provide the following as applicable:

(1) Allowance for noise exposure associated with adopted noise contour and aircraft overflight; or

(2) The right of flight in the airspace above the property in accordance with adopted airspace protection and aircraft overflight maps, which may include:

(A) Limiting the structure height and trees as applicable to help reduce or avoid potential obstructions to aircraft overflight;

(B) Permitting the airport operator access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(C) Prohibiting electrical interference, glare, and other potential hazards to aircraft flight from being created on the property.

§132.1535 Previously Conforming

This section applies to the *development* and operation of existing uses of structures located within the Airport Land Use Compatibility Overlay Zone that were legally established in an airport influence area prior to adoption of an Airport Land Use Compatibility Plan.

(a) *Development* that is limited to interior modifications or repairs, or any exterior repairs or maintenance that does not increase the *density* or *floor area ratio* of an existing building shall be exempt from the requirements of this Division.

(b) Reconstruction, alteration or expansion of a *previously conforming* use or structure may be permitted with a Building Permit as follows:

(1) *Previously conforming single dwelling units* and associated companion units, as applicable, may be reconstructed, altered or expanded in compliance with the development regulations of the underlying base zone.

(2) *Previously conforming multiple dwelling units* may be reconstructed, altered, or expanded where the *development* would not increase the *density*, or create a hazard in conflict with airspace protection requirements.

(3) *Previously conforming non-residential development* may be reconstructed, altered, or expanded where the *development* would not increase the maximum number of people allowed on the site unless otherwise allowed by Section 132.1535(d).

- (4) A previously conforming use that is discontinued temporarily due to fire, natural disaster, or an act of public enemy, or for repairs, remodeling, or major alterations may be resumed within 2 years of discontinuance by maintenance of an active construction permit and continuance of the Business Tax Certificate.
- (c) Where the existing use or structure is also previously conforming with respect to the underlying base zone regulations, development shall be subject to Sections 127.0103 and 132.1535.
- (d) Existing facilities for the following previously conforming uses may be expanded as follows:
- (1) In the Transition Zone and in Safety Zones 3 and 4, educational facility (Kindergarten through Grade 12) expansion shall be limited to a maximum of 50 students.
- (2) In the Transition Zone and in Safety Zones 3 and 4, child care center expansion shall be limited to a maximum of 50 children.
- (3) Hospital expansion shall be limited to:
- (A) A maximum floor area ratio of 1.65 or 300 people per acre in the Transition Zone of the MCAS Miramar airport influence area; or
- (B) A maximum floor area ratio of .72 or 130 people per acre in Safety Zones 3 and 4 of the Brown Field or Montgomery Field airport influence area.
- (4) Correctional facility expansion shall be limited to:
- (A) A maximum of 300 people within the Transition Zone of

the MCAS Miramar airport influence area;

(B) A maximum of 60 percent lot coverage and a maximum of

130 people per acre within Safety Zone 3 of the Brown

Field or Montgomery Field airport influence areas; or

(C) A maximum of 70 percent lot coverage and a maximum of

130 people per acre within Safety Zone 4 of the Brown

Field or Montgomery Field airport influence areas.

§132.1540 Infill Development Criteria

(a) This section applies to development in those areas recognized as appropriate for infill development on maps that have been identified by the City and have received the concurrence of the Airport Land Use Commission. Development may occur in Review Area 1 of an airport influence area that is consistent with the existing development pattern of the surrounding area, but includes uses, densities, or intensities inconsistent with the noise or safety compatibility criteria in Sections 132.1510 or 132.1515.

(b) Infill development is permitted through Process One consistent with the following:

(1) Within the MCAS Miramar airport influence area:

(A) Infill development shall be limited to non-residential development located within the Transition Zone as identified on the applicable safety zone map in Table 132-15E.

(B) Infill development shall not exceed the average intensity of all similar existing uses located within the Transition Zone and within a quarter mile of the proposed development, or 110 percent of the usage intensity permitted within the safety zone in accordance with Section 132.1515, whichever is greater.

(2) Within the airport influence areas for Brown Field and Montgomery Field:

(A) Infill development shall not be permitted in Safety Zone 1 (Runaway Protection Zone).

(B) Infill residential development shall not be permitted as follows:

(i) Where dwelling units would be exposed to aircraft noise levels greater than 70 dB CNEL; or

(ii) Where dwelling units would be located within Safety Zones 1, 2, or 5.

(C) Infill development shall not exceed 110 percent of the average intensity or density of similar uses within a quarter mile of the proposed development, or 110 percent of the use intensity or density permitted within the safety zone, whichever is greater.

(c) For regulations applicable to new development on a premises with previously conforming uses or development legally established in an

airport influence area prior to adoption of an Airport Land Use

Compatibility Plan, refer to Section 132.1535.

§132.1545 Real Estate Disclosure

In accordance with state law (Business and Professions Code Section 11010, and Civil Code Sections 1102.6, 1103.4, and 1353), residential real estate transactions within this overlay zone shall disclose that property for sale is located within a designated airport influence area.

§132.1550 SDCRAA Review

(a) The SDCRAA was established for the San Diego region to adopt Airport Land Use Compatibility Plans and advise local agencies on the compatibility of new *development* with respect to airport-related noise, safety concerns, airspace protection, and aircraft overflight areas in accordance with adopted Airport Land Use Compatibility Plans.

(b) The SDCRAA has no authority over existing land uses or the operation of airports. Continuation of existing land uses and maintenance of existing structures that do not conform to the applicable Airport Land Use Compatibility Plan shall be allowed in accordance with Section 132.1535.

(c) Prior to approval of *development* within the Airport Land Use Compatibility Overlay Zone, the *applicant* shall obtain a consistency determination from the SDCRAA for the following types of *development*:

(1) *Development* in the Clear Zone or Safety Zone 1;

(2) *Development* that would deviate from this Division;

(3) *Development* that has been determined to be a hazard by the FAA;

- (4) Development that includes a rezone or approval of a *land use plan*;
- (5) Development that would include aviation uses, non-aviation uses located on airport property (public use airport only), or approval of an airport master plan; and
- (6) Development of a power plant or electrical substation in accordance with the regulations for safety compatibility of Energy Generation and Distribution Facilities in Section 132.1515.
- (d) Consistency determinations requested pursuant to Section 132.1550(c) shall be updated if the proposal is subsequently revised to:

 - (1) Include a change in land use that conflicts with Sections 132.1510 (Noise) or 132.1515 (Safety);
 - (2) Increase the *density* for residential *development* in conflict with Section 132.1515 (Safety);
 - (3) Increase the people per acre or *floor area ratio* for non-residential *development* in conflict with Section 132.1515 (Safety); or
 - (4) Increase the height of the proposed *development* in conflict with Section 132.1520 (Airspace Protection).
- (e) Prior to becoming effective, amendments to the Land Development Code that would affect *structure height, density, or non-residential intensity (people per acre)* within the Airport Land Use Compatibility Overlay Zone, shall be submitted to the Airport Land Use Commission for a consistency determination.
- (f) Consistency determinations made by the Airport Land Use Commission may be overruled in accordance with Section 132.1555.

§132.1555 **Overrule Process**

- (a) An applicant may request a decision from the City Council to overrule a determination of inconsistency made by the SDCRAA in accordance with the consistency determination process in Section 132.1550. Any decision by the City Council to overrule a determination of inconsistency requires two hearings. The first hearing shall be a proposed decision to overrule and the second hearing shall be a final decision to overrule.
- (b) Associated development permits shall be consolidated and decided by the City Council as part of the hearing to overrule the Airport Land Use Commission.
- (c) A Notice of Request for Overrule Hearing and a Notice of Public Hearing shall be provided in accordance with Section 112.0311.
- (d) A proposed decision to overrule the SDCRAA's determination shall be made by a minimum two-thirds vote of the City Council and shall be supported by the following findings:
 - (1) The proposed development will not be detrimental to the public health, safety, and welfare;
 - (2) The proposed development will minimize the public's exposure to excessive noise and safety hazards to the extent feasible; and
 - (3) The proposed development will meet the purpose and intent of the California Public Utilities Code Section 21670.
- (e) A City Council proposed decision to overrule the determination of inconsistency and the findings shall be provided to SDCRAA, California Department of Transportation, Division of Aeronautics, and the airport

operators for the airport influence areas in which the *development* is located.

- (f) A City Council hearing to make a final decision to overrule the SDCRAA shall be scheduled at least 45 days from the date that the proposed decision and *findings* are provided pursuant to Section 132.1555(e). A final decision to overrule the determination of inconsistency shall include consideration of any comments received by from the SDCRAA and the California Department of Transportation, Division of Aeronautics. A final decision to overrule the determination of inconsistency shall be made by a minimum of two-thirds vote.

§151.0103 Applicable Regulations

- (a) The applicable zoning regulations in a planned district are those included in the planned district and any Land Development Code zoning regulations expressly incorporated into that planned district. Planned district regulations shall supersede any zoning regulations in the Land Development Code that are inconsistent or not expressly incorporated into the planned district regulations-, except as follows:
- (1) Within the Coastal Overlay Zone, exceptions to the standards in a planned district shall not be granted except as specifically provided for in the planned district.
- (2) The Airport Land Use Compatibility Overlay Zone, as applied to individual property through a zoning or rezoning action, shall supersede in case of conflict with applicable planned district zoning regulations.

(3) Subdivision, building, plumbing and mechanical, and electrical regulations are not zoning regulations for purposes of this section and are not superseded by adoption of a planned district.

(b) The following regulations apply in all planned districts:

(1) through (2) [No change in text.]

(3) Child care facilities regulations contained in Section 141.0606; ~~and~~

(4) [No change in text.]

(A) [No change in text.]

(B) In any planned district zone, subdistrict, district or overlay that allows light industrial uses-; and

(5) Land Development Code, Chapter 13, Article 2 (Overlay Zones).

ST:als
03/29/2011
10/19/2011 COR.
Or.Dept:DSD
Doc. No. 144276_2
PL#2010-01397

STRIKEOUT ORDINANCE

OLD LANGUAGE: ~~Struck-Out~~
NEW LANGUAGE: Double Underline

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

RECEIVED
DEC 02 2011
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

AN ORDINANCE AMENDING CHAPTER 13, ARTICLE 2, DIVISION 15 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTIONS 132.1505 AND 132.1540, ADOPTED BY ORDINANCE O-20047, ALL RELATING TO AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE.

§132.1505 Development Review for Compatibility

- (a) [No change in text.]
- (b) New *development* or expansion of existing *development* within this overlay zone shall be subject to review for compatibility as follows:
 - (1) through (2) [No change in text.]
 - (3) *Development* in Review Area 1 that would be consistent with the existing *development* pattern of the surrounding area, but would include uses, densities or intensities inconsistent with the ~~noise or~~ safety compatibility criteria in Sections ~~132.1510 or~~ 132.1515, may be determined to be compatible infill *development* in accordance with Section 132.1540.
 - (4) [No change in text.]
- (c) through (d) [No change in text.]

EXHIBIT NO. 9
SAN-MAJ-5-11A
2012 LDC Amendment
 California Coastal Commission

§132.1540 Infill Development Criteria

- (a) This section applies to *development* in those areas recognized as appropriate eligible for *infill development* on maps that have been identified by the City and have received the concurrence of the Airport Land Use Commission.
- (1) ~~Development may occur in Review Area 1 of an airport influence area that is consistent with the existing *development* pattern of the surrounding area, but includes uses, Prior to approval of densities, or intensities inconsistent with that exceed the noise or applicable safety compatibility criteria in Sections 132.1510 or 132.1515, Tables 132-15F or 132-15G, the applicant shall demonstrate that the *development* is consistent with the existing *development* pattern of the surrounding area and meets the criteria for infill *development* in Section 132.1540(a) and (b).~~
- (2) ~~Infill *development* is not permitted where the use is identified as incompatible with the noise exposure in Table 132-15D or incompatible with the safety zone in Tables 132-15F or 132-15G.~~
- (b) Infill *development* is permitted through Process One consistent with the following:
- (1) [No change in text.]
- (2) Within the Montgomery Field airport influence areas ~~for Brown Field and Montgomery Field:~~
- (A) Infill *development* shall not be permitted in Safety Zone 1

(Runaway Protection Zone).

(B) through (C) [No change in text.]

(c) [No change in text.]

SMT:als
10/10/2011
Or.Dept:DSD
Doc. No. 258693